# CYCLE NEWS®

America's weekly motorcycle

October 7, 1992: Number 39

(outside the U.S. $2.75) $2.00

## Riding impression: 1993 Suzuki RM250P

# Solid Gold

**Ward, Emig take Steel City Nat'l MX wins**

**Old and new converge for Steamboat Motorcycle Week**

**Biaggi stars in Superprestigio road race**

**Jacks takes control with Moroso F-USA win**

TIME DATED MATERIAL MAILED SEPTEMBER 29, 1992

# IN THE WIND By Papa Wealey

**Danny Hamel** (Kaw) clinched his second consecutive AMA National Championship Hare & Hound Championship Series title by scoring the overall win at Wendover, Utah, September 27. **Ed Sorenson** (Yam) finished second with **Brandon Gerber** (Kaw) third. **Don Griewe** (Hus) and **Jimmy Lewis** (Kaw) rounded out the top five finishers. **Larry Roeseler** (Kaw), the only rider who had a chance of beating Hamel for the championship going into the Wendover National, did not finish.

**Jan Hrehor** (Suz) scored the overall win in round eight of the AMA National Championship Hare Scrambles Series at Lynnville, Indiana, September 27. Defending champ **Scott Summers** (Hon) was the runner-up, while **Scott Plessiner** (KTM), **Jimmie Eriksson** (Hbg) and **Duane Conner** (Kaw) rounded out the top five.

**Tom Reiser** (H-D) and **Ted Wilkens** (Rtx) were the big winners in round seven of the AMA National Championship Hillclimb Series at York, Pennsylvania, September 27. Reiser scored the 800cc class win, while Wilkens earned the 540cc class victory. Rounding out the top three in the 800 and 540cc divisions were **Jeff Yoeder** (H-D) and **Lou Gerencer** (H-D) in the 800cc class, and **Tim Frazier** (BSA) and **Steve Dresser** (Suz) in the 540cc division.

According to team owner **Terry Vance**, Vance & Hines Yamaha will not run a second rider in the final round of the AMA National Championship Road Race Series at Texas World Speedway in College Station, Texas, on October 10. The number two rider on the team, **Larry Schwarzbach**, was killed in a crash during the Superbike National at the Mid-Ohio Sports Car Course in August. "I didn't think it would be appropriate," Vance said. "At this point we have no plans to run a second rider in Texas."

Vance confirmed that **Jamie James**, who is currently only four points behind championship leader **Scott Russell** with one round remaining in the series, has signed a contract to stay with the team for the 1993 season. "There's nothing concrete about the second rider right now," Vance said.

Camel Honda team owner **Martin Adams** reports that he is planning on fielding 1992 AMA/CCS 600cc Supersport Series Champion **Tom Kipp** and **Mike Smith** again in the 1993 AMA National Championship Road Race Series. "As far as I know it's just down to moderate fine tuning on the contracts," Adams said on Monday, September 28. "I plan on having the same two fellows. I've been contacted by others, many of whom are deserving, but continuity is important with our sponsor (Camel) and also with Honda. I think the guys did quite well this year. Tom (Kipp) brought Honda another 600cc title and Mike (Smith) showed blazing speed." Both Kipp and Smith will contest the AMA Superbike National Championship and AMA/CCS 600cc Supersport Series, according to Adams. If Adams gets his way, he would also like to keep **Jimmy Filice** on as the team's 250cc rider. "I'm hoping to retain him," Adams said. "He's brings a valuable dimension to the team."

It now looks as though Californian road racer **Rich Arnaiz** will be back in AMA Superbike racing next year as the only rider in an Oscar Rumi-owned Honda team. The rumor mill also says that Arnaiz's Honda will be tuned by **Merlyn Plumlee**, who will reportedly leave Rob Muzzy's Kawasaki team to join the Rumi squad. Arnaiz rode for the Italian team in the European Superbike Championship in 1990 and again in the World Championship Superbike Series this year.

With three-consecutive Sacramento Mile wins under his belt, Camel Pro Series point leader **Chris Carr** has reason to be confident about the October 3 Camel Pro Series race at the Cal-Expo State Fairgrounds in Sacramento, California. "It's my hometown race and the track really suits my riding style," said Carr, who enjoys a 13-point lead over four-time Grand National Champion **Scott Parker**, 205-192. "Right now I'm in the best position ever to win my first Grand National Championship, and I look forward to coming closer to that goal in front of a lot of the people that helped me get where I am today."

If **Chris Carr** wins the Sacramento Mile, he would only need to finish 11th or better at the October 10 Pomona Half Mile to clinch the series title. Asked if the hometown crowd is the reason he fares so well at Sacramento, the Valley Springs, California resident replied, "That's part of it, but it's mostly the track itself. It's not a flat-out race like the Springfield Mile where you gas it all the way around. Sacramento is more technical, you have to really know how to ride the corners. I'd say that I'm more confident than ever entering this race."

And why not? A 13-point lead over **Scott Parker** with only two races remaining gives **Chris Carr** a little breathing room. Should Parker win both the Sacramento Mile and the Pomona Half Mile, Carr can still wrap up the Grand National Championship with a second and a third-place finish at each race. "What's my strategy? Win, win, win, period. Setting out to win is what wins championships," said Carr. "If anyone thinks that I'm going to settle for second or third to be safe, they're crazy."

As a three-time runner-up to **Scott Parker** in the Grand National Championship/Camel Pro Series, **Chris Carr** has found himself in this situation before. In 1990 and 1991 Carr led the series point chase throughout the season only to be overtaken by Parker in the final races. In '91, Carr and Parker actually ended the series in a tie, but Parker won the championship by virtue of having more wins. "Scotty always comes on real strong in the home stretch," said Carr. "I've learned how to deal with this pressure by now. Actually, I'm more relaxed than I would have expected. I know what I have to do and I'm going to give it all I have."

Road racers **Randy Mamola** and **Kevin Schwantz** spent three days following the recent South African Grand Prix in the South African country of Lesotho, doing work for Save The Children. The pair were able to see firsthand the work of Riders For Health, a program within Save The Children where African workers use donated motorcycles for transportation. "We visited one village where 11 months ago they didn't have so much as an outhouse," Mamola said. "Having a motorcycle allowed this woman we met to do her job; and now these people have things they didn't have before. It was a great feeling to see that she can now visit these villages regularly, to see what has been done because of motorcycles. We know that we are very much a part of this. This all is possible because of our program."

**Randy Mamola** was also in considerable pain during his Save The Children trip. The Californian crashed in the South African GP the day before when a water hose came off, leaking fluid on his rear tire. Upon returning to California, Mamola found out through an MRI test that he'd suffered a herniated disk. "I've been doing a lot of therapy, and there's less than five percent chance that I'll have to have surgery," Mamola said. "It seems to be getting better."

The **2nd Annual Walt Masterson Memorial Rough Scrambles Race** will take place at the Stockton Fairgrounds in Stockton, California, on Sunday, October 18. Current and former racers who will be attending the race at its new location include **Kenny Roberts**, **Rick Johnson**, **Bubba Shobert**, **Chris Carr**, **John Kocinski**, **Jimmy Filice** and **Doug Chandler**. The event will be the third round of the AMA Northern California Championship Rough Scrambles Series. For more information, call Abnormal Promotions at 209/838-3200.

Motocrosser **Jeff Emig** has re-signed with Yamaha for 1993. Emig, 21, will again contest the Camel Supercross and AMA National Championship 125cc MX Series. Emig finished the 1992 Supercross season in 10th place and going into Sunday's Steel City National MX was second in the National 125cc Series point standings. "His impressive end-of-season victories including the last five 125cc Nationals make him one of the premier racers in 1992 and we are looking for Jeff to supercharge our 1993 team," said Yamaha Race Team Manager **Keith McCarty** on September 21, the day the signing was announced.

One of the hottest rumors Papa's heard lately has **Jeff Matiasevich** signing with Team Suzuki for the 1993 season. The Californian's contract with Kawasaki is up at the end of the season, and his mediocre results over the last two seasons have led many to speculate that he would be demoted to a support ride if he remained with Kawasaki. But from what we hear, that won't happen because Matiasevich has already signed a full-factory deal with Suzuki. Both Matiasevich and Suzuki MX Team Manager Ray Tetherton have refused to comment.

Speaking of **Jeff Matiasevich**, the Kawasaki rider was absent from the September 27 Steel City MX National in Delmont, Pennsylvania, after injuring his back in a practice crash in California. Matiasevich will likely miss the final AMA National in Budds Creek, Maryland, on October 4, but plans to ride in several of the off-season supercross races in Europe and Japan.

Also missing at Steel City was Team Suzuki's **Brian Swink**, who was having a steel rod removed from his twice-broken left leg. Swink will also miss the final round of the AMA series, but plans to return to action for the overseas supercrosses.

Team Yamaha's **Damon Bradshaw** was on hand at Steel City, though only as a spectator. Bradshaw has been undergoing therapy since having surgery performed on the knee he injured at the July 5 National round in Buchanan, Michigan. "I actually think this time off has helped me," said Bradshaw. "I'm healing well, and I'm going to be ready for next year." Bradshaw said that he will probably compete in some of the overseas

# Clock runs out on Cranston's desert bill

The era of Senator Alan Cranston and his controversial plan for the California Desert is coming to an end, according to the AMA.

For eight years, the California Democrat has promoted various incarnations of his California Desert Protection Act. The details have changed, but the basic intent has remained the same: To lock out everyone except hikers, backpackers and horseback riders from vast areas of public land in the desert.

Throughout that era, Cranston's plan has been repeatedly shot down before reaching the full Senate. Opposition from a broad coalition of groups, including the AMA, has convinced senators that his proposal doesn't provide adequate access to the public lands in the desert. And the senator has consistently refused to compromise in favor of greater access.

Cranston's final defeat may have come in a September 22 session of the Senate Energy and Natural Resources Committee. During that session, Senator Paul Wellstone (D-Minnesota) proposed that the panel send a House-approved version of the Cranston plan to the Senate floor without recommendation. That would have set up the first full Senate vote on the measure.

Wellstone's proposal violated the Senate's standard practice that no state issue be sent to the floor unless it has the support of both senators representing that state. Senator John Seymour (R-California) has consistently opposed the Cranston plan and asked his colleague to reach a compromise that would satisfy all sides. The AMA had supported an alternative desert bill sponsored by Representative Jerry Lewis (R-California).

However, time ran out on Sellstone's back-door attempt to get the bill onto the Senate floor. Under Senate rules, the committee could only consider the measure for a specified length of time, and that period expired before Wellstone's proposal could be voted upon.

Although Cranston will remain in the Senate until his announced retirement at the end of this year, it's unlikely that he will get another opportunity to promote his desert protection act.

"This was Senator Cranston's last shot at this bill," said Jim Bensberg, AMA Washington Representative. "For eight years, he's refused to compromise with us, so we've opposed his bill. Now he'll leave office with his California Desert Protection Act no closer to passage than it was when he first presented it."

However, just because Cranson is leaving office doesn't mean that the California Desert is safe from overly restrictive legislation. The post-Cranston era begins next January, and could see the introduction of a similar proposal from new members of the California Senate delegation. The fate of those proposals could hinge on the results of the November 3 election in California.

supercrosses to prepare for the 1993 season, but that he doesn't want to stress the knee before it has a chance to fully recover.

While **Team Peak/Pro Circuit** have not yet committed to riding Kawasakis, as many have speculated, word has it that they will only field a team for the Western Regional 125cc Supercrosses and the 125cc National Motocrosses. Apparently, the move to drop the Eastern Regional 125cc Supercross team came about because of the financial and logistical problems of operating an East Coast team from California. Californian **Mike Chamberlain** was spotted at a local MX race in California aboard a Kawasaki KX125 sporting the Team Peak logos. A **Mattel Toys** logo was also visible on Chamberlain's KX.

Reportedly, American **Billy Liles** may be switching to the 250cc Grand Prix circuit for 1993 after several years of trying unsuccessfully to win the 500cc World Championship. If the rumor is true, Liles will be riding a factory Kawasaki KX250, but will retain outside sponsorship from Johnson, a cigarette manufacturer.

**Ryan Hughes** has signed a two-year contract with Kawasaki, and will campaign the 125cc Western Regional Supercrosses and 125cc National Motocross Series aboard a KX125. This year Hughes contested the same two series as a factory support rider.

The disastrous day for Team Kawasaki's **Mike LaRocco** at the Steel City National should come as no surprise, as the facility has been a jinx for 125cc riders on several different occasions. In the 1987 125cc USGP, **John Van den Berk** DNF when he experienced heat prostration. In the 1989 125cc National, **Damon Bradshaw** dropped out of the race when a rock hit him in the knee. At the following year's National, **Guy Cooper** DNF when he broke the cases on his Suzuki RM125, and last year, **Mike Kiedrowski** dropped out of the first moto when his exhaust pipe burned a hole in his bike's fuel tank. All of the riders, including LaRocco, were leading their respective championships when they experienced their problems.

1991 AMA Superbike National Champion **Thomas Stevens**, who suffered a fractured collarbone, a sprained shoulder and three broken ribs in a practice crash prior to the 24 Hours West endurance race at southern California's Willow Springs International Raceway on September 11, is well on his way to recovery. "I had what they call a green-stick fracture of the collarbone, so it didn't need to be pinned or plated," Stevens said. "I've been working with a local doctor who is pretty progressive in this area. I'm not going to be able to make the Portland test that Rob (Muzzy) has scheduled, but I'll be okay for Texas World. I probably shouldn't have been out there (at Willow), but I wanted to get some track time before Texas."

According to WERA, the **Metzeler/WERA Grand National Final** at Road Atlanta is scheduled to be aired on Prime Network on November 12. In addition, the October 28-November 1 GNF, which will determine both WERA National Champions as well as Suzuki National Cup winners, will pay a purse of $95,000.

**ESPN** has **revised** its upcoming schedule of **Camel Pro Series dirt track telecasts**, accommodating fans who missed the pivotal **Oklahoma City Half Mile** telecast, and taking into consideration track problems at the recent Fresno Mile. The Oklahoma City show will be re-broadcast Friday, October 2, at 1 a.m. Eastern time (Thursday, October 1, 10 p.m. Pacific time). The one-hour program includes the dramatic crash involving **Scott Parker** and **Chris Carr** which shook up the '92 title chase. That broadcast kicks off six consecutive weeks of ESPN coverage of the Camel Pro Series championship stretch run. Host **Dave Despain** said, "Oklahoma City was scheduled for July 27, but a mistake in the ESPN tape library inadvertently changed the air date. A lot of our fans missed the show, and we appreciate ESPN giving them another opportunity to see this important event."

To make room for the Oklahoma City Half Mile telecast on ESPN, programs covering the **Peoria TT** and the **Springfield Mile** will each move back one week, and there will be no telecast of the **Fresno Mile**, where rough track conditions led several riders, including title contenders Carr and Parker, to withdraw from the race. "Fresno, was a no-win situation," Despain said. "From a television standpoint, it was a bad show, and a bad show on ESPN doesn't help anybody. We hate to see **Larry Pegram** and his sponsors lose national exposure they rightfully earned, but we also appreciate ESPN's cooperation in working out a solution in the best interest of the fans."

**ESPN dirt track shows** following the Oklahoma Half Mile telecast will all air on Fridays at 12:30 a.m. Eastern time (9:30 p.m. Pacific time on Thursdays); the Peoria TT will air on October 9, the Springfield Mile on October 16, the Sacramento Mile on October 23, the Pomona Half Mile on October 30 and the Year-in-Review show on November 6. Papa reminds everyone that 12:30 a.m. Check your local listings.

Last week we ran an item that stated October 5 is the last day for **voter registration** for this year's November 3 election. While that holds true for Arizona, California, Indiana, Maryland, New Jersey, North Carolina and Ohio, it doesn't for the vast majority of states. October 4 seems to be the deadline date set by most states, a few states (Maine, Minnesota and Wisconsin) permit registration on election day, and registration is not required in North Dakota. If you're an AMA member, check out page 34 of the October issue for a listing by state of deadline dates. Better yet, register today. And vote on November 3!

**Cycle Town South** will celebrate the opening of its newly remodeled store on Saturday, October 17. Off-road racing legend **Malcolm Smith** will be on hand for autographs at the DeSoto, Texas-based KTM, Husqvarna, ATK and Polaris dealership. For more information contact 214/230-1870.

**Jeff Ward**, **Jeff Matiasevich**, **Mike Kiedrowski** and **Ryan Hughes** are among the stars set to compete in the 16th Annual Kawasaki Motocross Race Of Champions at Raceway Park in Englishtown, New Jersey, on October 10-11. Kawasaki has posted over $9000 in contingency for the event, with Honda ($7600) and Yamaha ($4700) also offering contingency awards.

**CORRECTION:** Our coverage of the August 29 WERA Vanson/PM National Endurance Series round at Memphis Motorsports Park stated that the fifth place finishers, Noble Nights Racing's Jeb Bridgeman and Marcus McBain, rode a Suzuki GSXR1100. They were, in fact, aboard a Heavyweight Production class Suzuki GSXR750 that is backed by Arai, Bates Leathers, Arlington Suzuki, House of Wheels, Essex Racing and Metzeler. CN

# '93 National MX Series schedule set

The 12-event 1993 National MX Series will feature 12 National events: eight 250cc rounds (two more rounds than '92), four 500cc rounds (two less than '92) and 12 125cc events, which will run in conjunction with the 250 and 500cc rounds, and the series will include a revamped race format at one of the events.

Glen Helen OHV Park in San Bernardino, California, former site of the U.S. 500cc GP, joins the AMA National Championship MX Series in 1993 with the 125 and 250cc Nationals on Sunday, August 1. And the event will mark a break from the tradition of using multiple motos to determine "overall winners" of motocross events.

Historically, motocross races include two or three motos, considered of equal importance, with composite scoring to determine the day's winners. But the 1993 AMA Glen Helen National will adopt an elimination format ending with double-points feature races in each class. Two qualifying heat races and a last chance qualifier will set the fields for 30-minute 125 and 250cc main events.

Depending on the success of the new race format, the AMA will determine whether to incorporate it for all National MX Series events in 1994.

The Glen Helen National will be the final event of the eight-race 250cc National MX Championship Series, as well as the eighth of 12 races paying points toward the 125cc National title.

Also moving onto the National calendar for 1993 is the Unadilla Valley Sports Center in New Berlin, New York, which for many years has hosted a 250cc World MX Championship event. The other 10 venues in the 1993 series are all established AMA National sites.

| | | |
|---|---|---|
| 2/21 | Gatorback Cycle Park, Gainesville, Florida | 250/125cc |
| 5/2 | Motocross 338, Southwick, Massachusetts | 250/125cc |
| 5/30 | High Point Raceway, Mt. Morris, Pennsylvania | 250/125cc |
| 6/20 | Prairie City OHV Park, Sacramento, California | 250/125cc |
| 7/4 | Red Bud Track 'n' Trail, Buchanan, Michigan | 250/125cc |
| 7/11 | Unadilla Valley Sports Ctr., New Berlin, N.Y. | 250/125cc |
| 7/25 | Kenworthy's MX Park, Troy, Ohio | 250/125cc |
| 8/1 | Glen Helen OHV Park, San Bernardino, California, | 250/125cc |
| 8/8 | Washougal MX Park, Washougal, Washington, | 500/125cc |
| 8/15 | Spring Creek MX Park, Millville, Minnesota, | 500/125cc |
| 8/29 | Broome-Tioga Sports Center, Binghamton, N.Y. | 500/125cc |
| 9/26 | Steel City USA, Delmont, Pennsylvania, | 500/125cc |


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**ON THE FRONT PAGE:**

We ride the all-new and, yes, improved 1993 Suzuki RM250P motocrosser. But just how improved is it? Check out page 20 for a riding impression. Photo by Kinney Jones.


# CYCLE NEWS

**America's weekly motorcycle newspaper**

**Volume XXIX**

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**National Headquarters**
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (310) 636-8844.
FAX (310) 427-6685

**Eastern Office**
4190 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.**

**To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.**

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# VOICES Letters to the editor

### Godspeed, Charlie

The motorcycling world recently lost one of its most loyal and outstanding members, Charlie Watson, a man of many firsts. Charlie, a longtime Regional referee and a personal friend to me and many others, was young for his 80 years and always remained active, working part-time almost until the end and remaining devoted to his many friends.

A former racer (TT and scrambles) and a lifelong member of the Cycle Alley M.C. of Paterson, New Jersey, Charlie was known to millions of motorcycle racing fans as the man in the red and white shirt at the thousands of professional events at which he officiated.

He was the first AMA District referee in New Jersey when Districts were established for professional racing. He later became the first Regional referee and he was the first Regional referee to establish and train a National crew who had fixed positions and specific jobs and who traveled to every National event in their Region.

Charlie officiated at every type of event sanctioned by the AMA, beginning with dirt track and road race Nationals and concluding with MX and supercross. He officiated at the first Trans-Am and Inter-Am events, events that were the forerunner of professional MX in America, which he later convinced the AMA to place in a separate department in which I became a National MX referee.

His experience even extended into the international arena when he conducted several FIM/AMA road race and MX events and made several trips to England as part of the Anglo-American Match Race Series. Add to this the old Yamaha Gold Cup Indoor Short Track Series run on concrete floors inside hockey rinks like Madison Square Garden in New York City. More firsts.

I could go on, but for the many who knew Charlie from Loudon to Daytona, from New York City to Laguna, and from Columbus to Houston, there really isn't much more to say. When a 60-year-old guy will strap on an open-face helmet and throw his leg over a Triumph Bonneville without a windshield and ride from new Jersey to California just to visit friends, well that says it all as far as motorcycling goes.

We'll all miss Charlie, but we won't forget him. He was one of the 'Grand Old Men' of this sport and I am proud to have known him, to have worked with and learned from him, and to have been his friend.

Godspeed, Charlie. If there are motorcycle races in Heaven, I know who the referee will be.

**Rick Titone**
**Newark, NJ**

### The class of '72

Charlie Watson will be missed by us "old timers." I count in that group *Cycle News* editor Jack Mangus and myself. We were among the "class of '72" — younger, eager dirt track fanatics covering the AMA Grand National Championship Series for *Cycle News* in the days of Kenny Roberts, Gary Scott, Gary Nixon, Dick Mann, Mark Brelsford, Mike Kidd, the Palmgren brothers, Gene Romero and David Aldana plus enough other names and faces to fill a scrapbook.

However, there will always be one name which sticks in my memory above and beyond everyone else — Charlie Watson. As National referee, he was the man with the rule book, the man who ran the show. Charlie probably never won any popularity contests. He was tough. He was also fair and that's probably something he'd like to be remembered for.

One of Charlie's favorite sayings was: "I don't make the rules, I only enforce them." If I close my eyes, I can still hear him saying that to some rider, more than likely one of the "stars" who didn't quite get away with something he felt he should have.

I don't dwell in the past, but we of the "class of '72" had a helluva good time. Charlie will be missed.

**Gary Van Voorhis**
**Daytona International Speedway**
**Daytona Beach, FL**

### Don't let 'em ride

In fairness to those who rode at the Fresno Mile National under adverse conditions, I would certainly hope that those who chose not to ride will not be eligible to ride the postponed Camel Challenge.

While I respect the decision of those who chose not to ride, I do not believe they should be allowed to benefit from the poor track conditions at Fresno by participating in the postponed Camel Challenge.

**Bob Mundy**
**Bridgewater, NJ**

*The Camel Challenge race that was to have taken place at Fresno will be run at the October 3 Sacramento Mile . . . Editor.*

### Party, not rally

A recent release in *Cycle News* apparently has confused many people. It stated that the Harley Owners Group (H.O.G.) year-end party would be held at the Red Lion Inn Ontario on October 10 in conjunction with the Camel Pro (Pomona Half Mile) race officials staying there. The confusion comes from the fact that the Southern California State H.O.G. Rally is being held on October 10 at the Holiday Inn in Ontario. This is the first time H.O.G. has held a rally in southern California and it will feature a full day of entertainment, including a bike show, bike games, a band, and more. A check with the H.O.G. National office found that there was no year-end party scheduled. Please alert your readers of this fact.

**Don Lindors**
**Events Director**
**So. Cal. State H.O.G. Rally**
**Santa Ana, CA**

*We stand corrected. What is taking place at the Red Lion Inn in Ontario, California, on Sunday, October 10, is a private party hosted by Harley-Davidson to celebrate their winning the AMA Grand National Championship/Camel Pro Series title. A Harley-Davidson factory team rider will win the title. Whether it will be defending champ Scott Parker or Chris Carr remains to be seen . . . Editor.*

**Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.**

# Suzuki Victory Stand

## Team Suzuki Endurance. They just don't know when to stop.

They just keep on going and going. And the records just keep on breaking and breaking. On August 29th the winningest endurance racing team in history did it again by capturing a record-setting fourth consecutive WERA National Endurance Series championship. The place—Memphis Motorsports Park. The team—Team Suzuki Endurance riders Kurt Hall, Michael Martin and Steve Patterson. The bike—the Suzuki GSX-R1100, of course. The victory—their eighth of the season and the 80th of the team's career. Not to mention a record eighth WERA National title.

Is the number eight these guys' lucky number or what? But if you think those numbers are impressive, get a load of these: So far this season, Team Suzuki Endurance has raced 7678 miles over 89 grueling hours. And, while averaging 86 mph through the brutal heat of day and the frigid rains of night, they shifted their GSX-R1100 an incredible 42,321 times without a single clutch or transmission failure. Good thing. When you're busy breaking records, the last thing you've got time for is a broken bike. Team Suzuki Endurance and the legendary Suzuki GSX-R1100. Together, the most dominant force in endurance racing history. And there's no stopping in sight.

Suzuki firmly believes racing belongs in one place—on the racetrack. We want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-447-4700. The Suzuki GSX-Rs are engineered for experienced riders. For the name of the nearest Suzuki motorcycle dealer, call 1-800-255-2550. Professional rider pictured in sanctioned closed-course competition.

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The ride you've been waiting for.™

# MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 10/4

Jeff Ward posted 3-1 moto finishes to record his first win of the season and fourth straight at Steel City.

# Ward wins, Emig closes in at Steel City

**By Chris Jonnum**
**Photos by Jim Talkington**

DELMONT, PA, SEPT. 27

Most people had written seven-time National and Supercross Champion Jeff Ward off. With only two Nationals left in the season that he has proclaimed to be his last, it looked as if the 31-year-old from San Juan Capistrano, California, would end his career quietly.

Au contraire.

In a crowd-pleasing race that many described as the best of the season, Ward pulled out the stops and scored his fourth-consecutive 500cc National win at Steel City USA. The win marked the first time this season that Ward has stood atop the highest step of the winner's box, as he has struggled with bad luck and injuries throughout the year. In winning, Ward kept his 11-year National win streak alive, as the factory Kawasaki rider has notched at least one National win each season since 1981.

Finishing in the runner-up spot was Ward's teammate Mike Kiedrowski, whose 1-3 tally extended his series points lead over Team Honda rival Jeff Stanton to 11 points, 187-176, with only one round remaining.

Stanton finished the day in third overall, riding to fourth- and second-place finishes in the two 30-minute plus-two lap motos.

"I go fast here!" said Ward. "Actually, I go fast at all the 500 tracks, but I've had a couple of bad days lately. For some reason, everything always comes together at Delmont."

While Ward is, at best, a long shot for the series title, his victory keeps him in third place in the point standings.

Having already won two 500cc Nationals this season, Kiedrowski was satisfied with his runner-up performance.

"At least I made some points (on Stanton)," said Kiedrowski. "That's just like winning, since the championship is all I really care about at this point."

Surprisingly, the emotional 500cc race was one-upped by an even more dramatic battle in the 125cc class that saw Team Yamaha's Jeff Emig nab his fifth National win of the season and the fifth of his career. Emig came into the round down 48 points on series points-leader Mike LaRocco, but a disastrous day for the factory Kawasaki pilot meant that Emig's 1-2 punch moved him to within only one point of LaRocco. All five of Emig's wins have come during the last six Nationals, as the 21-year-old from Highland, California, struggled throughout the first half of the season with injuries and poor starts. Emig has come on strong in the last part of the series, however, winning eight of the last 12 motos and finishing second twice.

"It all just comes down to the fact that I have to win (the final round at) Budd's Creek," said Emig after his victory.

LaRocco failed to score a single point on the day as mechanical gremlins plagued him in both motos.

Second overall went to Mike Healey, who only recently returned from Europe after contesting the World Championship 250cc MX Series for Team Bieffe Suzuki. Healey finished fourth in the first moto and rebounded with a win in the concluding moto.

"This is the same bike that Suzuki gave me in January to ride in the Golden State Series," said Healey. "It's just a practice bike now, and it's pretty hammered, but Pro Circuit flew some parts out for me. I put it in a mini-van and drove out from California. When I got tired, I just stopped and slept beside the road in the front seat."

Larry Ward used 3-3 moto scores to finish third, obtaining some satisfaction in what has been a disappointing season for the Suzuki support rider. Team DGY's Doug Henry and Kawasaki's Ryan Hughes rounded out the top five.

While rain the night and morning before the race made the practice sessions, qualifying rounds and first motos quite muddy, the sun came out in the afternoon and made for perfect conditions in the second motos. A short section was deleted from the track when riders' lap times in practice exceeded four minutes. Approximately 8000 fans braved the conditions at the Dave Coombs-promoted event.

Ward's 3-1 moto scores earned him $1500 of the $15,000 500cc purse, while Emig took home $1600 of the $12,500 class purse for his win.

### 500cc National

Team Honda's defending 500cc National Champion Jean-Michel Bayle led the pack on the uphill start in the first moto, followed closely by Kawasaki-mounted privateer Mike Jones, whose family lives next door to the Steel City facility. Kiedrowski and Stanton both had good gates in third and fourth, respectively. Ward was running in fifth, with Tuf Racing's Todd DeHoop sixth.

Bayle had built a slight cushion by the completion of the first of 12 laps, but he overshot a turn and Kiedrowski, who had already passed Jones, slipped into the lead. Stanton soon displaced Jones for fourth place.

Kiedrowski tried to stretch his lead over Bayle as the top four riders pulled away from Jones, DeHoop and the rest of the pack. Stanton tried to get around Bayle for several laps, but Bayle appeared to pick it up a notch to hold off his teammate and maintain second place.

The top four positions remained the same throughout the first part of the race, with Kiedrowski leading, Bayle in second, Stanton third and Ward fourth, until Stanton suddenly dropped his bike in a turn on the fifth lap, allowing Ward to move up a spot.

"I felt fine, but I just crashed," said

Stanton. "You can't expect to win championships when you crash."

Stanton remounted in fourth, well ahead of Jones and DeHoop, who had both begun to fight for the fifth position.

Shortly after the midway point of the moto, Bayle began to clear a double jump that no one else was attempting, and that allowed him to close the gap on Kiedrowski. At about the same time, DeHoop got around Jones for fifth, but was still well behind the leading foursome.

While Bayle would close on Kiedrowski in some sections of the track, the Kawasaki rider was able to pull it back in other sections. This went on until the final lap, when Bayle closed up to the rear wheel of Kiedrowski. As both riders approached the finish, Bayle squared off an off-camber turn and tried to squeeze by Kiedrowski on the following straight, but Kiedrowski held on to win by a bike length for the win.

Ward crossed the line in third, well ahead of Stanton.

"I was right up there, but I just didn't have the right lines," said Ward. "Bayle was doing that double, and nobody else was trying it."

DeHoop won out in the battle with Jones, finishing fifth in the moto.

Bayle again pulled the holeshot in the 12-lap second moto, but Jones was close behind and passed for the lead only a few turns into the race. Ward gated third, and a cheer went up from the crowd when he passed Bayle for second on the inside of a turn on the first lap. Stanton ran fourth, while Kiedrowski gated seventh but worked his way up to a distant fifth by the completion of lap one.

"I just got a bad jump, and it's hard to catch up when you do that," Kiedrowski said after the moto.

DeHoop was in ninth, also suffering from a bad start.

Ward immediately moved up on Jones, squaring a turn at the bottom of a hill and blasting into the lead on the ascent. The top five riders were all clearing the big double that only Bayle had tried earlier, and several riders back in the pack also started jumping it.

Jones soon faded back to fifth, while DeHoop began to fight through the pack.

Bayle didn't appear to be as fast as in the first moto, and Stanton and Kiedrowski both passed him for second and third on lap four.

By the sixth lap, the top five read: Ward, Stanton, Kiedrowski, Bayle and Jones, as the gaps between the riders slowly began to grow. The top positions stayed the same for the remainder of the race, but the crowd's enthusiasm for Ward's ride made up for the lack of close racing. On the final circuit, Ward slowed and pumped his fist into the air, saluting the fans in one large spectator area. He crossed the finish line with a comfortable lead for the moto and the overall win.

"I just got in front and rode well," said Ward. "This is my only win so far this season, but it feels good."

Stanton crossed the line a good distance back in second, securing third overall.

"I just couldn't catch Ward," said Stanton. "He was just hauling ass today. I guess if you win four races here (like Ward), you pretty much have the track dialed. Anything's possible after the Coliseum, though, so I haven't given up yet."

Though Kiedrowski finished behind Stanton in third, his first-moto win earned him second overall, but more importantly, helped him to put five more valuable points on the Honda rider.

**Mike LaRocco trudges back to the pits after his bike broke in moto one.**

"I feel confident going into next week," Kiedrowski said. "I've always liked Budds Creek and I think I'll do good."

Bayle finished a distant fourth, well ahead of Jones, who was the top privateer in fifth overall.

"Bayle was having a little trouble with the track, but he was riding hard today," said Honda Team Manager Dave Arnold. "I don't know why, but he really was trying."

DeHoop provided some entertainment for the fans, working up to a sixth-place finish by moto's end to earn the same position overall.

### 125cc National

Ryan Hughes blasted out of the gate first to begin an exciting first moto. Doug Henry was hot on his heels in second before moving into the top spot during the second lap of the 12-lap race. Larry Ward got a rare good start and was running in third ahead of Team Peak/Pro Circuit/Honda's Jeremy McGrath.

While Henry set the pace at the front of the pack, several battles raged on behind him.

"I didn't get nervous out in front," said Henry. "I just concentrated on staying smooth."

Emig was on the move, and he quickly passed his way into third place behind Henry and Hughes.

LaRocco had gotten a bad start and was running in seventh position at the end of the opening lap, a good distance behind Healey. LaRocco was riding hard in an attempt to get through the pack before the leaders had a chance to pull away, and he passed his way up to fifth place by the third lap.

Meanwhile, Emig and Ward were banging bars in the fight for second spot. The two traded positions a couple times before Ward secured the spot and began to pressure Henry for the lead.

At the halfway point in the moto, McGrath's crankshaft seized and he pulled off the track, allowing LaRocco to take over fourth. At the same time, several riders suddenly came to life and began to make late charges. Emig again passed Ward, and the two closed in on the leading Henry. The leading trio of riders all speeded up slightly, circling the track in a tight bundle, but Ward suddenly went down in a turn, allowing LaRocco to move into third.

**Winner Jeff Emig gained 47 points on 125cc series leader Mike LaRocco. With just one round remaining, Emig trails LaRocco by only a single point.**

**Mike Kiedrowski (3), Mike Jones (38) and Jeff Stanton battled in the first 500cc moto.**

"I was kind of waiting, because I knew I was stronger than Henry and I wanted to see what Emig could do," said Ward. "I was running mud tires and the track was hard because the tractors had pushed all the mud out of the way. I gassed it coming out of a turn and the bike just slid out."

With two laps remaining, Emig snuck by Henry and into the lead. Immediately afterwards, LaRocco pulled off the track and out of the moto, having stripped all the splines on the inner hub of his clutch basket. A despondent LaRocco revved his engine and stomped on the shift lever in an attempt to make the bike go, but the malfunctioning clutch wouldn't allow the transfer of any power to the rear wheel.

Emig and Henry diced to the finish, with Emig scoring the close win and Henry finishing second.

"I was able to do everything those guys were doing," said Henry. "Emig picked it up with a couple of laps to

# MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 10/4

Jean-Michel Bayle (1) holeshot both motos but could only muster fourth overall.

Doug Henry (19) passed Ryan Hughes (68) and led for most of the first 125cc moto.

Mike Healey (100), Larry Ward (10) and Jeff Emig had the closest battle of the day late in the second 125cc moto. Healey held off the two riders to score the moto win.

go, and I picked it up, too. He passed me at the end, but it wasn't because I was slower."

Ward inherited third place with the demise of LaRocco. After maintaining seventh position for most of the moto, Healey used a late-race charge and the misfortune of his competitors to finish fourth.

"The track wasn't that bad," said Healey. "It was kind of slippery because it was hard, and it was in between wet and dry. I didn't do too bad for an old-timer!"

Kawasaki Team Manager Roy Turner explained LaRocco's incident while Mike LaRocco Sr. performed the repairs on the points leader's machine. "It was just one of those fluke things," said Turner. "It's never happened before and hopefully it will never happen again."

While Emig had closed the points gap considerably on LaRocco, he was still 23 points behind, and a decent second moto by the Kawasaki rider would keep Emig's chances for the title slim.

Emig, Ward and LaRocco got bad starts in moto two, with Emig and Ward completing lap one midpack and LaRocco near the rear of the field. Heads turned when Healey circled the long track in first place. After crashes and a bad start held Yamaha's Doug Dubach to seventh place in moto one, he gated better in the second moto and was running in second place. Hughes was third and Henry was fourth.

Emig and Ward started to work together, pulling each other through the pack.

"Emig and I started back in 10th and 11th," said Ward. "LaRocco went down on the start, but we (Emig and I) just worked our way up really good."

LaRocco was also on the move, as he was passing several riders per lap and appeared to be the fastest rider on the track. By lap four the Kawasaki pilot had moved up to 15th place.

Meanwhile up front, Healey started to pull away from Dubach. On the fourth lap, Hughes passed Dubach for second, and challenged Healey for the lead, but couldn't get around.

"I had on mud tires in moto one, which didn't work, but the bike was fine for moto two," said Hughes. "When I caught up to Healey, I told myself, 'If you want it, you just have to do it' but then I got stuck at Healey's pace."

The battle between the top two started to carry them away from the pack, while Ward and Emig moved up to third and fourth, respectively, on lap eight. LaRocco had worked his way into the top 10, but disaster struck on the eighth lap. The carburetor on LaRocco's Kawasaki pulled out of the air boot, and his bike bogged, then quit as he negotiated an uphill double jump. Obviously distressed, LaRocco threw his arms in the air and tossed his goggles on the ground, then decided to see if he could fix his bike. He managed to stuff the offending carb back into place and rejoin the race, but he was over a lap down on the leaders.

At the front of the pack, Ward and Emig moved Hughes back to fourth with just two laps remaining. The final two laps featured an all-out battle between Healey, Ward and Emig. Ward made a pass-attempt on Healey that was nearly successful, moving up next to him over the uphill double, but Healey held him off in the following turn to maintain the lead. The trio continued to battle through the last lap, with Emig squaring off an off-camber turn and shooting by Ward for second just yards from the finish.

"Emig passed me right at the end, but I felt good," said Ward. "If I got a little better starts, I feel like I could win. The bike's working a little better and that gave me more confidence. Also, I've been training harder because I wanted to do good at these last two rounds."

After finishing the second moto in a disappointing 33rd place, LaRocco rode his bike to the Kawasaki team's semi and immediately left the facility.

Healey scored an impressive moto win, which combined with his fourth-place finish in moto one gave him second overall. Healey was obviously elated with his result, stating simply, "I'm stoked!"

Emig finished second in the moto for first overall, and his last-lap pass earned him two extra points, moving him to within one point of LaRocco in the standings 381-380. What had in the morning seemed like an insurmountable points advantage was now within reach for the Yamaha pilot.

"Who knows, those might have been the two points I'll need for the championship," said an elated Emig. "I think Bayle put it best last year in the Supercrosses when he said you have to win races to win championships. That's the bottom line. I just have to remember that I have to win next week. The championship is right there, and I just hope I can do it." CN

## Results

**125 MOTO 1:** 1. Jeff Emig (Yam); 2. Doug Henry (Yam); 3. Larry Ward (Suz); 4. Mike Healey (Suz); 5. Ryan Hughes (Kaw); 6. Jimmy Button (Yam); 7. Doug Dubach (Yam); 8. Erik Kehoe (Hon); 9. Steve Lamson (Suz); 10. Ron Tichenor (Suz); 11. Buddy Antunez (Hon); 12. Timmy Ferry (Kaw); 13. Cliff Palmer (Suz); 14. Chad Pederson (Hon); 15. Denny Stephenson (Suz); 16. Hayden Richards (Kaw); 17. Davey Yezek (Kaw); 18. Barry Carsten (Suz); 19. Scott Sheak (Kaw); 20. Jeff Dement (Suz); 21. Jim Neese (Kaw); 22. Steven Herman (Suz); 23. Brian Carroll (Suz); 24. Kevin Crine (Hon); 25. Joel Dengler (Kaw); 26. James Eickel (Suz); 27. Brian Deegan (Kaw); 28. Mike McDonald (Suz); 29. Ronald Beam Jr. (Hon); 30. Jackson Hiland (Yam); 31. Ryan Dean (Hon); 32. Mike LaRocco (Kawa); 33. Chris Brown (Suz); 34. Grayson Goodman (Suz); 35. Billy Schlag (Kaw); 36. Brian McElroy (Suz); 37. Jeromy Buehl (Hon); 38. Jeremy McGrath (Hon); 39. Jason Upshaw (Hon); 40. Daniel Jannette (Suz).
**Time:** 38 minutes, 26.44 seconds

**125 MOTO 2:** 1. Healey; 2. Emig; 3. Ward; 4. Hughes; 5. Dubach; 6. Tichenor; 7. Henry; 8. Button; 9. Kehoe; 10. Lamson; 11. McGrath; 12. Stephenson; 13. Buehl; 14. Ferry; 15. Pederson; 16. Palmer; 17. Richards; 18. Goodman; 19. Carsten; 20. Schlag; 21. Antunez; 22. Neese; 23. Sheak; 24. Dengler; 25. Eickel; 26. Carroll; 27. Deegan; 28. Crine; 29. Herman; 30. Hiland; 31. McDonald; 32. Brown; 33. LaRocco; 34. Beam; 35. Dean; 36. Jannette; 37. Dement; 38. Upshaw; 39. Yezek; 40. McElroy.
**Time:** 37:34.79

**125 O/A:** 1. Jeff Emig (Yam); 2. Mike Healey (Suz); 3. Larry Ward (Suz); 4. Doug Henry (Yam); 5. Ryan Hughes (Kaw) 6. Doug Dubach (Yam); 7. Jimmy Button (Yam); 8. Ron Tichenor (Suz); 9. Erik Kehoe (Hon); 10. Steve Lamson (Suz); 11. Timmy Ferry (Kaw); 12. Denny Stephenson (Suz); 13. Chad Pederson (Hon); 14. Cliff Palmer (Suz); 15. Jeremy McGrath (Hon); 16. Buddy Antunez (Hon); 17. Hayden Richards (Kaw); 18. Jeromy Buehl (Hon); 19. Barry Carsten (Suz); 20. Davey Yezek (Kaw); 21. Grayson Goodman (Suz); 22. Scott Sheak (Kaw); 23. Billy Schlag (Kaw); 24. Jeff Dement (Suz).

**AMA 125cc NATIONAL CHAMPIONSHIP POINT STANDINGS:** 1. Mike LaRocco (381/3 wins); 2. Jeff Emig (380/5 wins); 3. Ron Tichenor (308); 4. Doug Henry (282); 5. Larry Ward (264/1); 6. Ryan Hughes (262); 7. Guy Cooper (260); 8. Jeremy McGrath (236); 9. Steve Lamson (182/1); 10. Brian Swink (173); 11. Jimmy Button (168); 12. Timmy Ferry (153); 13. Erik Kehoe (145); 14. Denny Stephenson (131); 15. Chad Pederson (116); 16. Buddy Antunez (114); 17. Tyson Vohland (110); 18. Ezra Lusk (93); 19. Barry Carsten (76); 20. Jeff Dement (75).

**500 MOTO 1:** 1. Mike Kiedrowski (Kaw); 2. Jean-Michel Bayle (Hon); 3. Jeff Ward (Kaw); 4. Jeff Stanton (Hon); 5. Todd DeHoop (Hon); 6. Mike Jones (Kaw); 7. John Dowd (Kaw); 8. Willie Surratt (Hon); 9. Kurt McMillen (Hon); 10. Tony Graves (Hon); 11. Chris Coleman (Kaw); 12. Lance Smail (Yam); 13. Ray Sommo (Kaw); 14. Rich Taylor (Hon); 15. Mark Neiderhiser (Hon); 16. Bruce Stratton (Yam) 17. Jeff Pestana (Hon); 18. Earl May (Hon); 19. Mark Morris (Kaw); 20. Jeff Glass (Kaw); 21. Dag Boyesen (Kaw); 22. Jeff Steel (Kaw); 23. Carl Vaillancourt (Kaw); 24. Jeffery Yentzer (Hon); 25. Jeff Curry (Kaw); 26. Andy Fleck (Hon); 27. Darrell Martens (Hon); 28. Brian Manley (Hon); 29. Mike Roth (Hon); 30. Travis Blackburn (Kaw); 31. James Kapitan (Hon); 32. Shane Slother (Yam); 33. Phillip Gauthier (Kaw); 34. Kirk Rogers (Hon); 35. Brian Tremblay (Hon); 36. Shannon Rhoades (Kaw); 37. Lance Eubank (Kaw); 38. Tracy Bachman (Hon); 39. Josh Bamman (Hon); 40. Michael Moore (Kaw).
**Time:** 37:26.14

**500 MOTO 2:** 1. Ward; 2. Stanton; 3. Kiedrowski; 4. Bayle; 5. Jones; 6. Surratt; 7. DeHoop; 8. Graves; 9. Dowd; 10. McMillen; 11. Sommo; 12. Manley; 13. Coleman; 14. Glass; 15. Boyesen; 16. Stratton; 17. Smail; 18. Vaillancourt; 19. Taylor; 20. Roth; 21. May; 22. Neiderhiser; 23. Martens; 24. Morris; 25. Kapitan; 26. Curry; 27. Pestana; 28. Rhoades; 29. Rogers; 30. Slother; 31. Tremblay; 32. Gauthier; 33. Bamman; 34. Bachman; 35. Fleck; 36. Steel; 37. Eubank; 38. Blackburn; 39. Moore; 40. Yentzer.
**Time:** 37:02.89

**500 O/A:** 1. Jeff Ward (Kaw); 2. Mike Kiedrowski (Kaw); 3. Jeff Stanton (Hon); 4. Jean-Michel Bayle (Hon); 5. Mike Jones (Kaw); 6. Todd DeHoop (Hon); 7. Willie Surratt (Hon); 8. John Dowd (Kaw); 9. Tony Graves (Hon); 10. Kurt McMillen (Hon); 11. Ray Sommo (Kaw); 12. Chris Coleman (Kaw); 13. Lance Smail (Yam); 14. Bruce Stratton (Yam); 15. Brian Manley (Hon); 16. Rich Taylor (Hon); 17. Jeff Glass (Kaw); 18. Dag Boyesen (Kaw); 19. Mark Neiderhiser (Hon); 20. Jeff Pestana (Hon); 21. Carl Vaillancourt (Kaw); 22. Earl May (Hon); 23. Mark Morris (Kaw); 24. Mike Roth (Hon).

**AMA 500cc NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS:** 1. Mike Kiedrowski (187/2); 2. Jeff Stanton (176/1); 3. Jeff Ward (155/1); 4. Jean-Michel Bayle (120); 5. John Dowd (114); 6. Jeff Matiasevich (91); 7. Brian Manley (83); 8. Lance Smail (75); 9. (TIE) Larry Brooks/Ray Sommo (74); 11. Kurt McMillen (70); 12. Willie Surratt (60); 13. (TIE) Rich Taylor/Tony Graves/Todd DeHoop (51); 16. Dag Boyesen (41); 17. Gene Naumec (40); 18. Michael Jones (31); 19. Chris Coleman (30); 20. (TIE) Darrel Martens/Chad Pederson (21).

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# 1993 MOTOCROSS CONTINGENCY

| EVENT | AMATEUR FINISH PLACE | AMATEUR AMOUNT OF CONTINGENCY | AMATEUR # OF EVENTS | AMATEUR CLASSES | PROFESSIONAL FINISH PLACE | PROFESSIONAL AMOUNT OF CONTINGENCY | PROFESSIONAL # OF EVENTS | PROFESSIONAL CLASSES |
|---|---|---|---|---|---|---|---|---|
| **AMA AMATEUR NATIONALS** (Hurricane Mills, TN) **$49,800** | 1 | $500 | 1 | 85cc Stock 7-11 | 1 | $500 | 1 | 125cc A Stock |
| | 2 | $400 | | 85cc Stock 12-13 | 2 | $400 | | 125cc A Mod |
| | 3 | $300 | | 85cc Mod 9-13 | 3 | $300 | | 250cc A Stock |
| | 4 | $200 | | 85cc Stock 14-15 | 4 | $200 | | 250cc A Mod |
| | 5 | $175 | | 85cc Mod 14-15 | 5 | $175 | | |
| | 6 | $150 | | 0-125cc Women | 6 | $150 | | |
| | 7 | $125 | | 125cc Stock 12-15 | 7 | $125 | | |
| | 8 | $100 | | 125cc Mod 12-15 | 8 | $100 | | |
| | 9 | $75 | | 125cc B Stock | 9 | $75 | | |
| | 10 | $50 | | 125cc B Mod | 10 | $50 | | |
| | | | | 125cc C Stock | | | | |
| | | | | 125cc C Mod | | | | |
| | | | | 250cc B Stock | | | | |
| | | | | 250cc B Mod | | | | |
| | | | | 250cc C Stock | | | | |
| | | | | 250cc C Mod | | | | |
| | | | | Open B/C | | | | |
| | | | | 25+ | | | | |
| | | | | Vet A +30 | | | | |
| | | | | Vet A +40 | | | | |
| **AMA AMATEUR REGIONAL QUALIFIERS** **$147,200** | 1 | $300 | 8 | 85cc Stock 7-11 | 1 | $300 | 8 | 125cc A Stock |
| | 2 | $200 | | 85cc Stock 12-13 | 2 | $200 | | 125cc A Mod |
| | 3 | $150 | | 85cc Mod 9-13 | 3 | $150 | | 250cc A Stock |
| | 4 | $100 | | 85cc Stock 14-15 | 4 | $100 | | 250cc A Mod |
| | 5 | $50 | | 85cc Mod 14-15 | 5 | $50 | | |
| | | | | 125cc Stock 12-15 | | | | |
| | | | | 125cc Mod 12-15 | | | | |
| | | | | 125cc B Stock | | | | |
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| | | | | 125cc C Stock | | | | |
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| | | | | 250cc C Stock | | | | |
| | | | | 250cc C Mod | | | | |
| | | | | Amateur 25+ | | | | |
| | | | | 30+ | | | | |
| | | | | 40+ | | | | |
| | | | | Women | | | | |
| *Only riders signed-up to qualify for the AMA Amateur Nationals in Hurricane Mills, TN will be eligible for contingency.* | | | | | | | | |
| **AMA WINTER SERIES** (Florida) **$112,750** | 1 | $300 | 5 | 85cc 7-11 | 1 | $1,500 | 5 | 125cc Pro |
| | 2 | $200 | | 85cc 12-13 | 2 | $1,000 | | 250/500cc Pro |
| | 3 | $100 | | 85cc 14-15 | 3 | $750 | | |
| | 4 | $75 | | 125cc A | 4 | $500 | | |
| | 5 | $50 | | 125cc B | 5 | $450 | | |
| | | | | 125cc C | 6 | $400 | | |
| | | | | 125cc Youth 12-15 | 7 | $350 | | |
| | | | | 250/500cc A | 8 | $300 | | |
| | | | | 250cc B | 9 | $250 | | |
| | | | | 250cc C | 10 | $200 | | |
| | | | | 25+ A | 11 | $150 | | |
| | | | | 30+ A | 12 | $125 | | |
| | | | | Seniors +35 | 13 | $100 | | |
| | | | | Seniors +40 | 14 | $75 | | |
| | | | | | 15 | $50 | | |
| **AMA WINTER OLYMPICS** (Florida) **$36,800** | 1 | $300 | 2 SX/MX | 85cc Stock 7-11 | NO PROFESSIONAL CLASSES | | | |
| | 2 | $200 | | 85cc Mod 7-11 | | | | |
| | 3 | $150 | | 85cc Stock 12-13 | | | | |
| | 4 | $100 | | 85cc Mod 12-13 | | | | |
| | 5 | $50 | | 85cc Stock 14-15 | | | | |
| | | | | 85cc Mod 14-15 | | | | |
| | | | | 125cc Stock 12-15 | | | | |
| | | | | 125cc Mod 12-15 | | | | |
| | | | | 125 A /Pro-Am Stk | | | | |
| | | | | 125 A/Pro-Am Mod | | | | |
| | | | | 125cc B Stock | | | | |
| | | | | 125cc B Mod | | | | |
| | | | | 125cc C Stock | | | | |
| | | | | 125cc C Mod | | | | |
| | | | | 250cc B Stock | | | | |
| | | | | 250cc B Mod | | | | |
| | | | | 250cc C Stock | | | | |
| | | | | 250cc C Mod | | | | |
| | | | | 250/500 A Exp/Stk | | | | |
| | | | | 250/500 A Exp/Mod | | | | |
| | | | | Open B/C | | | | |
| | | | | 25+ A | | | | |
| | | | | 30+ A | | | | |
| **CAROLINA SPRING SERIES** (Carolinas) **$60,000** | 1 | $150 | 10 | 85cc 7-11 | 1 | $300 | 10 | 125cc A |
| | 2 | $100 | | 85cc 12-15 | 2 | $200 | | 250cc A |
| | 3 | $75 | | 125cc Schoolboy | 3 | $150 | | |
| | 4 | $50 | | 125cc B | 4 | $100 | | |
| | 5 | $25 | | 125cc C | 5 | $50 | | |
| | | | | 250cc B | | | | |
| | | | | 250cc C | | | | |
| | | | | 25+ A | | | | |
| | | | | 25+ B | | | | |
| | | | | 30+ A | | | | |
| | | | | 30+ B | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **CMC GOLDENSTATE** (California) **$215,200** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$100<br>$75<br>$50 | 8 | 80cc Open 9-11<br>80cc Beg<br>80cc Jr<br>80cc Int<br>80cc Expert<br>125cc Beg<br>125cc Jr<br>125cc Int<br>250cc Beg<br>250cc Jr<br>250cc Int<br>UTH (25-19) Jr<br>UTH (25-29) Int<br>Vet Jr (30+)<br>Vet Int (30+)<br>Vet Master (30+)<br>Vet Pro (30+)<br>OT (40+) Jr<br>OT (40+) Int<br>OT (40+) Master | 1<br>2<br>3<br>4<br>5<br>6<br>7<br>8<br>9<br>10<br>11<br>12<br>13<br>14<br>15 | $1,500<br>$1,000<br>$750<br>$500<br>$450<br>$400<br>$350<br>$300<br>$250<br>$200<br>$150<br>$125<br>$100<br>$75<br>$50 | 8 | 125cc Pro<br>250cc Pro |
| **CMC PAC WEST** (Washington) **$67,200** | 1<br>2<br>3<br>4<br>5 | $150<br>$100<br>$75<br>$50<br>$25 | 8 | 80cc Beg<br>80cc Jr<br>80cc Int<br>80cc Expert<br>80CC Open<br>125cc Beg<br>125cc Jr<br>125cc Int<br>250cc Beg<br>250cc Jr<br>250cc Int<br>UTH (25-29) Jr<br>UTH (25-29) Int<br>Vet Jr (+30)<br>Vet Int (+30)<br>Vet Master (30+)<br>Vet Pro (30+) | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 8 | 125cc Pro<br>250cc Pro |
| **GFI WINTER SERIES** (California) **$235,575** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$100<br>$75<br>$50 | 9 | 80cc Beg<br>80cc Nov<br>80cc Int<br>80cc Expert<br>125cc Beg<br>125cc Nov<br>125cc Int<br>250cc Beg<br>250cc Nov<br>250cc Int<br>UTH (25-29) Beg<br>UTH (25-29) Nov<br>UTH (25-29) Int<br>Vet Nov<br>Vet Int<br>Vet Pro<br>OT (40+) Nov<br>OT (40+) Int<br>OT (40+) Exp | 1<br>2<br>3<br>4<br>5<br>6<br>7<br>8<br>9<br>10<br>11<br>12<br>13<br>14<br>15 | $1,500<br>$1,000<br>$750<br>$500<br>$450<br>$400<br>$350<br>$300<br>$250<br>$200<br>$150<br>$125<br>$100<br>$75<br>$50 | 9 | 125cc Pro<br>250cc Pro |
| **GNC FINAL** (Lake Whitney,TX) **$16,000** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | Mini Beg 7-11<br>Mini Stock 7-11<br>Mini Jr 7-11<br>Mini Beg 12-15<br>Mini Stock 12-13<br>Mini Stock 14-16<br>125cc Beg<br>125cc Stock Nov<br>125cc Stock Int<br>250cc Beg<br>250cc Stock Nov<br>250cc Stock Int<br>UTH (25-29) Beg<br>UTH (25-29( Nov<br>UTH (25-29) Int<br>Vet (30+) Nov<br>Vet (30+) Int<br>Vet (30+) Exp | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 125cc Expert<br>250cc Expert |
| **GNC GOODTIME NATIONAL** (Lake Whitney, TX) **$8,800** | 1<br>2<br>3<br>4<br>5 | $150<br>$100<br>$75<br>$50<br>$25 | 1 | Mini Beg 7-11<br>Mini Stock 7-11<br>Mini Jr 7-11<br>Mini Beg 12-15<br>Mini Stock 12-13<br>Mini Stock 14-16<br>125cc Beg<br>125cc Stock Nov<br>125cc Stock Int<br>250cc Beg<br>250cc Stock Nov<br>250cc Stock Int<br>UTH (25-29) Beg<br>UTH (25-29( Nov<br>UTH (25-29) Int<br>Vet (30+) Nov<br>Vet (30+) Int<br>Vet (30+) Exp | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 125cc Expert<br>250cc Expert |

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|---|---|---|---|---|---|---|---|---|
| **KAWASAKI RACE OF CHAMPIONS** (Englishtown, NJ) **$9,875** | 1<br>2<br>3<br>4<br>5 | $200<br>$150<br>$100<br>$75<br>$50 | 1 | 85cc 10-11<br>85cc 12-13<br>85cc 14-15<br>Supermini<br>125cc Novice<br>125cc Amateur<br>250cc Novice<br>250cc Amateur<br>Open Amateur<br>25+<br>Adult Sr 30+<br>Adult Sr Expert 30+<br>Super Sr 40+ | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 125cc<br>250cc<br>500cc |
| **MAMMOTH MOUNTAIN MX** (Mammoth Lakes, CA) **$18,800** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 80cc Jr<br>80cc Int<br>80cc Expert<br>125cc Jr<br>125cc Int<br>250cc Jr<br>250cc Int<br>Vet Jr<br>Vet Int<br>Vet Expert<br>Senior +40<br>Women Amateur<br>Women Expert | 1<br>2<br>3<br>4<br>5<br>6<br>7<br>8<br>9<br>10 | $1,000<br>$750<br>$500<br>$450<br>$400<br>$350<br>$300<br>$200<br>$150<br>$100 | 1 | 125cc Expert<br>250cc Expert |
| **MEGA SERIES/ S.E. REGION Championship** **$118,500** | 1<br>2<br>3<br>4<br>5 | $200<br>$150<br>$100<br>$50<br>$25 | 15 | 85cc 7-11 (Jr)<br>85cc 12-15 (Sr)<br>125cc Schoolboy<br>125cc B<br>125cc C<br>250cc B<br>250cc C<br>25+ A<br>25+ B<br>30+ A<br>30+ B<br>40+ Super Senior | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 15 | 125cc<br>250cc |
| **MMDA SPRING SERIES** (Michigan) **$76,800** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 7<br>(+ final) | 80cc 7-11 (Jr)<br>80cc 12-15 (Sr)<br>80cc C (12-15)<br>125cc 12-15 Jr<br>125cc A<br>125cc B<br>125cc C<br>250cc A<br>250cc B<br>250cc C<br>25+<br>30+ | NO PROFESSIONAL CLASSES | | | |

*MMDA requires riders to sign-up for Spring Series in order to be eligible for contingency.*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **MTEG ULTRACROSS SERIES** **$11,000** | NO AMATEUR CLASSES | | | | 1<br>2<br>3<br>4<br>5 | $400<br>$250<br>$200<br>$100<br>$50 | 9 | 250cc<br><br>*Ultracross Championship Bonus-$2,000 |

*Contingency will be paid to riders based on points per race, not actual finishing position.*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **NESC** (New England Area) **$238,000** | 1<br>2<br>3<br>4<br>5 | $150<br>$100<br>$75<br>$50<br>$25 | 35 | 85cc Beg<br>85cc Jr<br>85cc Advanced<br>125cc Beg<br>125cc Jr<br>125cc Am<br>125cc Nov<br>200cc+ Amateur<br>30+ Amateur<br>30+ Advanced<br>Sr +35 Amateur<br>40+ | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 35 | 125cc Expert<br>200cc+ Expert |
| **NMA WORLD MINI G.P.** (Las Vegas, NV) **$19,200** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 80cc Stock 9-11<br>80cc Mod 9-11<br>80cc Stock Beg<br>80cc Mod Beg<br>80cc Stock 12-13<br>80cc Mod 12-13<br>80cc Stock 14-16<br>80cc Mod 14-16<br>Super Mini 12-18<br>125cc Stock Beg<br>125cc Mod Beg<br>125cc Stock Nov<br>125cc Mod Nov<br>125cc Mod Int<br>250cc Stock Nov<br>250cc Mod Nov<br>250cc Stock Int<br>250cc Mod Int<br>Vet's 30+ | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 125cc Stock Pro<br>125cc Mod Pro<br>250cc Stock Pro<br>250cc Mod Pro |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **NMA PONCA CITY GRAND NATIONAL CHAMPIONSHIPS** (Ponca City, OK) **$19,200** | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 80cc Stock 9-11<br>80cc Mod 9-11<br>80cc Stock Beg<br>80cc Mod Beg<br>80cc Stock 12-13<br>80cc Mod 12-13<br>80cc Stock 14-16<br>80cc Mod 14-16<br>Super Mini 12-18<br>125cc Stock Beg<br>125cc Mod Beg<br>125cc Stock Nov<br>125cc Mod Nov<br>125cc Stock Int<br>125cc Mod Int<br>250cc Stock Nov<br>250cc Mod Nov<br>250cc Stock Int<br>250cc Mod Int<br>Vet (30+) | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 1 | 125cc Stock Pro<br>125cc Mod Pro<br>250cc Stock Pro<br>250cc Mod Pro |
| **NUCLEAR MX SERIES** (Byron, Illinois) **$47,500** | 1<br>2<br>3<br>4<br>5 | $200<br>$150<br>$100<br>$50<br>$25 | 10 | 80cc Jr<br>80cc Sr<br>125cc B<br>125cc C<br>250cc B<br>250cc C | 1<br>2<br>3<br>4<br>5 | $300<br>$200<br>$150<br>$100<br>$50 | 10 | 125cc<br>250cc |
| **TEAM GREEN FALL NATIONALS** (Steel City, PA) **$5,200** | 1<br>2<br>3<br>4<br>5 | $150<br>$100<br>$75<br>$50<br>$25 | 1 | 85cc 7-11<br>85cc 12-13<br>85cc 14-15<br>125cc A<br>125cc B<br>125cc C<br>250cc B<br>250cc C<br>25+<br>Vet A<br>Vet B<br>40+ Sr | NO PROFESSIONAL CLASSES | | | |
| **TEAM GREEN SPRING NATIONALS** (Mt. Morris, PA) **$5,200** | 1<br>2<br>3<br>4<br>5 | $150<br>$100<br>$75<br>$50<br>$25 | 1 | 85cc 7-11<br>85cc 12-13<br>85cc 14-15<br>125cc A<br>125cc B<br>125cc C<br>250cc A<br>250cc B<br>250cc C<br>25+<br>Vet A<br>Vet B<br>40+ Sr | NO PROFESSIONAL CLASSES | | | |

## 1993 MOTOCROSS CONTINGENCY

| AMA SUPERCROSS CASH CONTINGENCY | | |
|---|---|---|
| FINISH PLACE | $147,000<br>125cc Contingency<br>Per Overall finish | $276,500<br>250cc Contingency<br>Per Overall Finish |
| 1 | $2,500 | $5,000 |
| 2 | $2,000 | $4,000 |
| 3 | $1,500 | $3,000 |
| 4 | $1,000 | $2,000 |
| 5 | $750 | $1,000 |
| 6 | $500 | $750 |
| 7 | $450 | $700 |
| 8 | $400 | $650 |
| 9 | $350 | $600 |
| 10 | $300 | $550 |
| 11 | $250 | $500 |
| 12 | $200 | $400 |
| 13 | $150 | $300 |
| 14 | $100 | $200 |
| 15 | $50 | $100 |

| AMA MOTOCROSS CASH CONTINGENCY | |
|---|---|
| $147,950<br>125cc<br>Per Overall Finish | $118,500<br>250cc<br>Per Overall Finish |
| $3,000 | $5,000 |
| $2,500 | $4,000 |
| $2,000 | $3,000 |
| $1,500 | $2,000 |
| $1,000 | $1,000 |
| $750 | $750 |
| $500 | $700 |
| $450 | $650 |
| $400 | $600 |
| $350 | $550 |
| $300 | $500 |
| $250 | $400 |
| $200 | $300 |
| $150 | $200 |
| $100 | $100 |

Eligibility Requirement: "KAWASAKI" logo and original color plastic components must be on KX/KDX motorcycle (all year models eligible).
Riders must complete a 1993 Kawasaki contingency registration form (one time only) within 30 days of the race in order to receive contingency.
Forms may be obtained from any authorized Kawasaki dealer. All contingency earned in 1993 must be claimed by December 31, 1993.
No contingency will be paid by Kawasaki in classes with less than 5 riders. Contingency will not be paid in multiple divisions of the same class.
Kawasaki will pay contingency based on results provided by the promoter.
Winning amateur riders will receive Team Green Bucks certificates redeemable at any authorized Kawasaki dealer nationwide.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
See your Kawasaki dealer for details or KMC Public Relations 714/770-0400 ext. 2623.

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# 1993 OFF-ROAD CONTINGENCY

| | AMATEUR | | | | PROFESSIONAL | | | |
|---|---|---|---|---|---|---|---|---|
| EVENT | FINISH PLACE | AMOUNT OF CONTINGENCY | # OF EVENTS | CLASSES | FINISH PLACE | AMOUNT OF CONTINGENCY | # OF EVENTS | CLASSES |
| AMA GRAND NATIONAL CROSS COUNTRY SERIES $35,100 | 1<br>2<br>3 | $150<br>$100<br>$50 | 13 | 200cc B<br>250cc B<br>Vet B | 1<br>2<br>3 | $300<br>$200<br>$100 | 13 | 200cc A<br>250cc A<br>Vet A |
| AMA ISDE QUALIFIERS $9,000 | NO AMATEUR CLASSES | | | | 1<br>2 | $300<br>$200 | 5 | 125cc Intent<br>250cc Intent<br>Open Intent |
| AMA NATIONAL HARE N' HOUND SERIES $32,400 | 1<br>2<br>3 | $150<br>$100<br>$50 | 9 | 125cc B<br>250cc B<br>Open B<br>Vet B | 1<br>2<br>3 | $300<br>$200<br>$100 | 9 | 125cc A<br>250cc A<br>Open A<br>Vet A |
| ECEA $59,850 | 1<br>2<br>3 | $150<br>$100<br>$50 | 19 | 200cc B<br>250cc B<br>Vet A<br>Vet B<br>Senior A<br>Senior B | 1<br>2<br>3 | $200<br>$150<br>$100 | 19 | AA<br>200cc A<br>250cc A |
| FTR HARE SCRAMBLES SERIES (Jan - Dec '93) $53,250 | 1<br>2<br>3 | $100<br>$75<br>$50 | 10 | 125 A<br>Open A<br>Senior A<br>Super Senior A<br>Masters A<br>125 B<br>250 B<br>Open B<br>Senior B<br>Super Senior B<br>Masters B | 1<br>2<br>3 | $200<br>$150<br>$100 | 10 | 200 A<br>250 A<br>AA |
| | 1<br>2<br>3 | $75<br>$50<br>$25 | 10 | Mini A<br>Women A<br>Mini B<br>Women B<br>125 C<br>200 C<br>250 C<br>Senior C<br>Super Senior C<br>Junior | | | | |
| NETRA ENDURO $32,400 | 1<br>2<br>3 | $150<br>$100<br>$50 | 12 | B Bantam 0-200<br>B Light 250<br>A Vet<br>B Vet<br>A Senior<br>B Senior | 1<br>2<br>3 | $200<br>$150<br>$100 | 12 | A Bantam 0-200<br>A Light 250 |
| NETRA HARE SCRAMBLES $21,600 | 1<br>2<br>3 | $150<br>$100<br>$50 | 8 | 200B<br>250 B<br>A Senior<br>B Senior<br>Vet A<br>Vet B | 1<br>2<br>3 | $200<br>$150<br>$100 | 8 | 200A<br>250 A |
| SCORE (4) $28,000 | NO AMATEUR CLASSES | | | | 1 | $1,000<br>$1,000<br>$1,000<br>$1,000<br>$1,000<br>$1,000<br>$1,000 | 4 | Overall<br>Class 20<br>Class 21<br>Class 22<br>Class 30<br>Class 40<br>Class 50 |
| SERA ENDURO $40,950 | 1<br>2<br>3 | $150<br>$100<br>$50 | 13 | 126-200 B<br>201-250 B<br>Senior Expert<br>Super Senior Expert<br>Senior B<br>Super Senior B | 1<br>2<br>3 | $200<br>$150<br>$100 | 13 | AA Expert<br>0-200 Expert<br>201-250 Expert |
| SERA HARE SCRAMBLES $25,200 | 1<br>2<br>3 | $150<br>$100<br>$50 | 8 | 126-200 B<br>201-250 B<br>Senior Expert<br>Super Senior Expert<br>Senior B | 1<br>2<br>3 | $200<br>$150<br>$100 | 8 | AA Expert<br>0-200 Expert<br>201-250 Expert |
| SETRA ENDURO SERIES (Jan - Dec '93) $69,700 | 1<br>2<br>3 | $125<br>$75<br>$50 | 17 | 125 A<br>Vet A<br>Senior A<br>125 B<br>200 B<br>Vet B<br>Senior B | 1<br>2<br>3 | $200<br>$150<br>$100 | 17 | 200 A<br>250 A |
| | | | | | 1 | $300 | 17 | OVERALL |
| | 1<br>2<br>3 | $75<br>$50<br>$25 | 17 | 125 C<br>200 C<br>250 C<br>Vet C<br>Senior C<br>Women | | | | |

## 1993 KAWASAKI DRAG RACING CONTINGENCY

**$42,500**

| EVENT | CLASSES | FINISH PLACE | AMOUNT OF CONTINGENCY | # OF EVENTS |
|---|---|---|---|---|
| **IDBA** | Funny Bike | 1 | $200 | 7 |
| **$9,100** | Pro Comp | | $200 | |
| | Pro Stock | | $200 | |
| | Top Gas | | $100 | |
| | Super Comp | | $100 | |
| | Pro Gas | | $100 | |
| | Super Gas | | $100 | |
| | Super Elim | | $100 | |
| | Super Street | | $100 | |
| | E.T. Bracket | | $100 | |
| **PRO STAR** | ***(PRO)*** | | | |
| **$23,400** | FUNNY BIKE | 1 | $300 | 9 |
| | TOP FUEL | | $300 | |
| | PRO STOCK | | $300 | |
| | PRO COMP | | $300 | |
| | ***(COMPETITION)*** | | | |
| | TOP GAS | | $200 | |
| | E.T. | | $200 | |
| | SUPER COMP | | $200 | |
| | PRO GAS | | $200 | |
| | SUPER GAS | | $200 | |
| | SUPER MOD | | $200 | |
| | SUPER ELIM | | $200 | |
| **NHRA** | PRO STOCK | Winner -1 | $500 | *10* |
| **$10,000** | | Runner-Up -2 | $250 | |
| | | #1 Plate Bonus | $2,500 | |

## 1993 ROAD RACING CONTINGENCY

**$373,050**

| EVENT | CLASSES | FINISH PLACE | AMOUNT OF CONTINGENCY | # OF EVENTS |
|---|---|---|---|---|
| **AFM NORTH** | 600cc PRODUCTION | 1 | $300 | 8 |
| **$16,800** | 600cc SUPERSTREET | 2 | $150 | |
| | 750cc PRODUCTION | 3 | $75 | |
| | 750cc SUPERSTREET | | | |
| **AMA NATIONAL CHAMPIONSHIP SERIES** | Superbike | 1 | $5,000 | 9 |
| **$83,250** | | 2 | $2,000 | |
| | | 3 | $1,000 | |
| | | 4 | $750 | |
| | | 5 | $500 | |
| **AMA/CCS SUPERSPORT SERIES** | 600cc SUPERSPORT | 1 | $2,000 | 10 |
| **$78,000** | 750cc SUPERSPORT | 2 | $1,000 | |
| | | 3 | $500 | |
| | 600cc SS TOP EXPERT | 1 | $100 | 10 |
| | 750cc SS TOP EXPERT | 2 | $75 | |
| | | 3 | $50 | |
| | Top Expert Series Bonus | 1 | $1,000 | 1 |
| | (based on total overall points) | 2 | $500 | |
| | | 3 | $250 | |
| **AMA/CCS ENDURANCE SERIES** | Same Classes and Payout as AMA/CCS Supersport Series | | | 10 |
| **$78,000** | | | | |
| **WERA REGIONAL SPRINT SERIES** | Superstock B | 1 | $500 | 25 |
| **$45,000** | Superstock C | 2 | $300 | (see Wera |
| | | 3 | $100 | for schedule) |
| **WERA PRO SERIES (FORMULA USA)** | Superstock B | 1 | $500 | 8 |
| **$14,400** | Superstock C | 2 | $300 | |
| | | 3 | $100 | |
| **AMA/CCS SUPERSPORT REGIONAL SERIES** | Superstock B | 1 | $500 | 25 |
| **$45,000** | Superstock C | 2 | $300 | (see AMA/CCS |
| | | 3 | $100 | for schedule) |
| **WSMC** | FORMULA ONE | 1 | $300 | 12 |
| **$12,600** | 600 SUPERSTOCK | 2 | $150 | |
| | | 3 | $75 | |

Eligibility Requirement: "KAWASAKI" logo and original color plastic components must be on KX/KDX motorcycle (all year models eligible).
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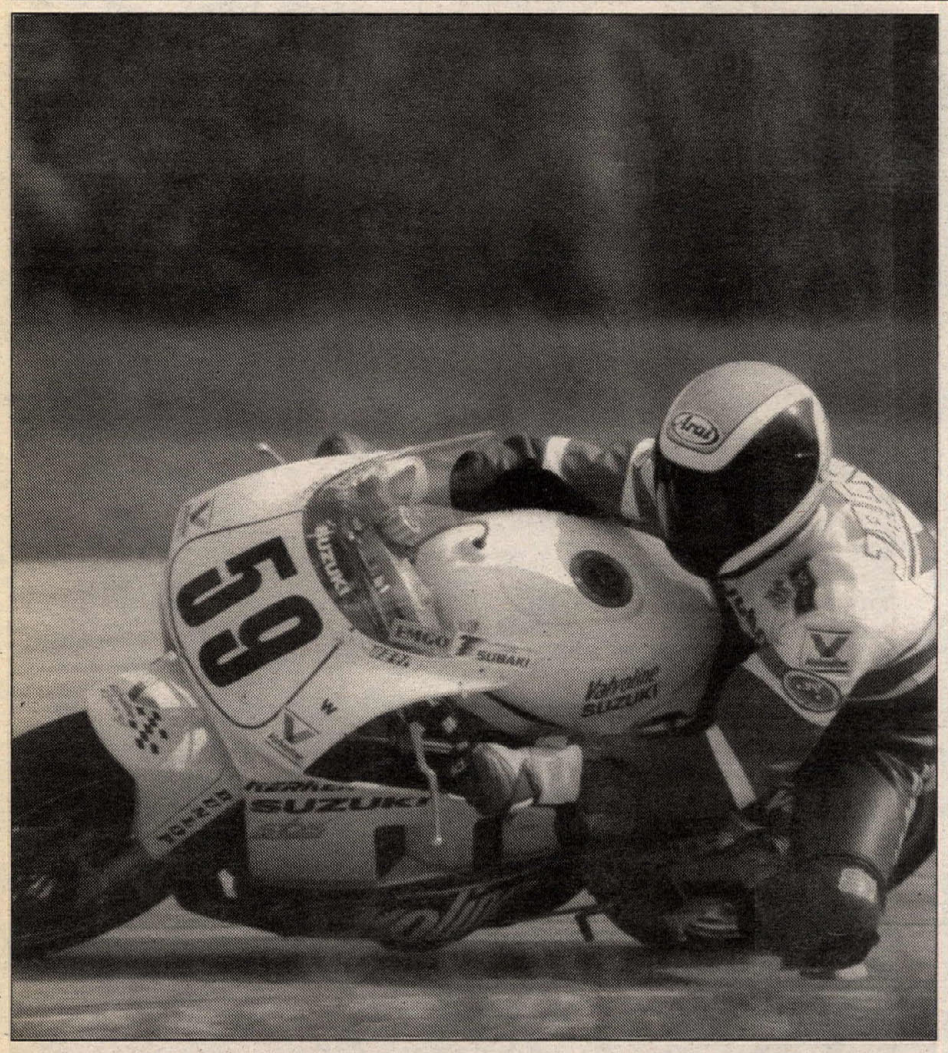
Kawasaki will pay contingency based on results provided by the promoter.
Winning amateur riders will receive Team Green Bucks certificates redeemable at any authorized Kawasaki dealer nationwide.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
See your Kawasaki dealer for details or KMC Public Relations 714/770-0400 ext. 2623.

**Kawasaki**

Let the good times roll.

# ROAD RACE WERA Pro Series: Round 7



Donald Jacks won both legs of the F-USA race at Moroso Motorsports Park.

Michael Martin finished second overall, with two second place finishes.

## Jacks, Oliver dominate Moroso

**By Brent Plummer**

WEST PALM BEACH, FL, SEPT. 20-21

Donald Jacks dominated every aspect of Formula USA competition at Moroso Motorsports Park. From timed qualifying, where he easily assumed the pole position with nearly a second and a half to spare over his closest competitor, to the two-leg F-USA feature event itself, in which he ran away to a pair of convincing wins. In doing so, Jacks pocketed the $5000 winner's share of the $17,650 F-USA purse.

"I did everything I could," said Michael Martin, Jacks' Valvoline Suzuki teammate, after taking second in both legs and second overall. "I went faster at Moroso than I ever had before, but Jacks' speed and home-track advantage were too much for me to beat,"

Last year's highest placing four-stroke rider, Chuck Graves (who took third overall at Moroso in 1991 behind the two Marlboro Yamaha YZR500s) was disabled and out of competition even before Friday's timed qualifying. Graves crashed in an early practice session and broke his left collarbone.

Fritz Kling, who managed to get more time off from his night-shift carpentry job and made the long drive from Michigan to southern Florida, finished third overall on the Dutchman Suzuki GSXR1100.

Ex-Two Brothers Racing tuner Mike Velasco was on hand at Moroso, helping out Jacques Guenette with his Action Accessories Yamaha OW01 superbike - and the pair must have worked well together because Guenette took fourth overall, and was the highest placing superbike rider on the weekend.

"Our (Team America) endurance bike is still basically Supersport-spec," said fifth place finisher Michael Barnes. "But even with a slower bike, it was great racing with the Formula guys." Indeed, Barnes was charging hard, and if given 40 or 50 more horsepower, he would surely have run with the front-runners.

Top two-stroke honors were earned by Moto-Liberty's Danny Walker, who scored sixth overall on his Yamaha TZ250, and led a slew of similarly mounted riders home: Red Line Oil's Rich Oliver, Doug Carmichael, Hall'N'Still's Bruce Baldus and Dianetics' Donny Greene rounded out the top 10, and all rode Yamaha TZ250s.

Speculation was heavy before Friday's official timed qualifying - a huge field had showed for Moroso, and who would be the fastest? Valvoline Suzuki's Jacks, Martin, and Graves had proven themselves fast at Moroso a year ago; Yoshimura's David Sadowski had been breathing more fire into his Suzuki GSXR750 Superbike; former Daytona 200 winner John Ashmead had Scott Russell's 1991 Muzzy Kawasaki superbike and home track advantage; and there were a slew of wildcards present. Kling had been nothing short of brilliant this year in F-USA, and was hoping for another win; and Guenette was also searching for an upset victory, as was regional fast-guy Mark Chin.

But Jacks also benefited from the "home track advantage," and had his Suzuki GSXR1100-based machine working well right out of the truck.

"It's not hard at all to get the bike fast here," said a relaxed Jacks before qualifying. "There are no bumps, no place where it gets light (over elevation changes) - it's easy to set a bike up here - you could probably have it totally off and still go fast. I feel really good about this race, if the bike holds up, it should be a good one for me."

Jacks' feelings proved to be correct, because he set pole position at a one-minute, 20.6-seconds, and the only complications came the next morning when he grenaded second gear in his transmission and coasted in to the pits. Jacks' tuner, Tom Houseworth, soon had the bike up and running again, and the path was cleared for Jacks to dominate the rest of the weekend.

Graves did not even get a chance to qualify. "I was braking for turn five, and the front end just washed out," said Graves of the crash which broke his collarbone.

Martin earned second on the grid with a 1:22.07: "Qualifying went fair," he said. "I really didn't get a chance to do some full speed practice. We were trying to do a few things, trying to get the bike to run better. But I never do that well in qualifying, second for me was just fine."

Many placed their faith in Yoshimura's Sadowski, who had a mid-sized "Don Juan" (named after Yoshimura's engine builder, Don Sakakura) 880cc Cosworth kit installed in his otherwise AMA Superbike-spec Suzuki GSXR.

"The new (880cc) motor is great," said Sadowski. "The power delivery is very smooth, so I don't have to fight the swingarm going into violent gyrations as the power suddenly comes on, like it does with the 750cc motor."

Sadowski, in his first appearance at Moroso Motorsports Park, qualified third overall with a 1:22.50. But even the best of motors does a racer little good if the power cannot get to the ground, as Sadowski well knows.

"The power of the motor is exceeding the clutch's capacity," explained Sadowski after the first leg, in which he had been pitched off the bike after the slipping clutch - which was fried off the starting line - suddenly grabbed in mid-corner, resulting in a violent highside. Sadowski, who has an uncanny ability to walk away from the worst of accidents, was not injured, though terribly sore, and did not return for the second leg.

The next eight qualifiers - occupying the fourth through 11th spots - all ran times in the 1:23 range. Kling edged Michael Barnes by one-hundredth of a second for fourth overall, and Walker did the same to Oliver for sixth. Behind Oliver came Yamaha FZR1000-mounted Chin, and Jamie Bowman aboard his Yamaha TZ250. Ashmead rounded out the top 10, followed by Guenette in 11th.

### Formula USA

The big question at the start of the first F-USA heat revolved around Graves, and whether or not he would race. The championship was on the line entering this second-to-last round, and Graves trailed Jacks by a single point; he was determined to compete.

A friend of Team Valvoline Suzuki's, Dr. John Marshall, was on hand as a spectator and viewed the X-rays that Graves had brought back with him from his brief hospital stay on Saturday morning. Marshall's answer was grim - due to the knife-edged horizontal break in the collarbone, there was a severe risk that if Graves crashed again a major artery would be severed, and considering that the closest hospital was 20 minutes away, Graves' prospects of recovery were not very good. No advice came down from the Valvoline Suzuki management - they would not decide the championship between teammates.

Still, Graves was determined to race. But when Sunday rolled around, Marshall phoned in with worse news; there was a nerve packet near the bone that could be cut, so even if Graves survived another crash, he could lose the use of his left arm, permanently. To the team's and everyone else's relief, this swayed Graves and he wisely sat out the race.

And so Jacks was left without his main competition. At the flag to start the first race, the Floridian dashed straight into the lead, an uncharacteristic move for the normally slow starting Jacks.

Martin was close for the opening lap, as were Kling, Ashmead, Guenette, Sadowski, Chin, Barnes, Oliver and Walker - all strung along in a huge train of racers.

Sadowski went out on the second lap, his faltering clutch locking up mid-corner.

"The clutch was slipping badly," explained Sadowski. "I may have abused it off the starting line. I had to nurse it around for a few laps, not revving the motor above 10,000 rpm or even pulling the clutch lever in at all. When the clutch re-engaged, I couldn't save the slide, and ended up in the most violent highside I ever experienced." Sadowski landed on his head, and Chin, who was behind Sadowski, reacted quickly and avoided running over him, though he did clip an outstretched arm. Dazed and "semi-unconscious," Sadowski had to be led off the track by a cornerworker.

Chin lost some time, but was able to continue on until the eighth lap, when he coasted to a halt, his Yamaha suffering from engine troubles.

Chin wasn't the only rider having troubles in the very midst of the race. Titian Bue and the LaCroix Motorsports team chased minor electrical problems all weekend, and on the final lap the Suzuki GSXR1100-based machine expired, ending his weekend.

Meanwhile, Jacks had opened a slight lead on Martin, who, in turn, had distance on Kling and Ashmead. Farther back, Guenette was leading Oliver, Walker and Barnes, who had faded back to eighth from as high as fifth due to worn out, previously used tires. These riders would hold their positions for most of the race, and finished in that order. Carmichael and Greene rounded out the top 10.

The second leg was much the same as the first: Jacks jumped directly into the lead, with Martin and Kling trailing. Sadowski was sitting out, and this time it was Ashmead's turn to DNF.

Right around the halfway mark, Ashmead was exiting the slow right-hand turn seven when the rear cut loose. Although Ashmead avoided a highside crash, the ex-Russell Kawasaki ZX7-R superbike had pinched its fuel line. Ashmead pitted in an effort to make repairs, but eventually called it quits.

Guenette was having no such problems on his meticulously prepared Yamaha OW01, and took over the fourth spot, where he would finish behind the trio of Jacks, Martin, and Kling, who again took the top three spots, respectively.

Barnes, on new tires for this heat, held off the return of Chin for fifth overall, and Walker got the best of Oliver, who was suffering from exhaust pipe malfunctions in the second leg, for seventh overall; Walker's pair of seventh place finishes beat Oliver's sixth/eighth results to give Walker sixth overall on the weekend. Carmichael and Bruce Baldus rounded out the top 10 in the second leg.

### Formula II

It has been a long, hard, injury-laden year for Fresno, California's Rich Oliver, but he was back in top form at the Moroso Motorsports Park round of Air-Tech Formula II competition and he raced to a convincing seven-second win over Moto Liberty's Danny Walker.

"I'd like to thank my mechanic - the bike ran really well this weekend - but I don't have one, so I'd like to thank myself," joked Oliver in the winner's circle. And Oliver was understandably happy after pocketing the $3000 winner's share of the $10,000 F-II purse.

"We were lost." said Walker about the tuning difficulties he and Steve Biganski encountered. "We were fast right out of the trailer on Friday, and then we tuned it to a standstill (for Saturday's qualifying race)."

The gremlin in Walker's engine was eventually traced to a mis-labeled main jet that turned out to be 10 sizes too big, causing one cylinder to barely run at high speeds. By the time Walker and Biganski found the bad carburetor jet, they had too little time to tune their Yamaha TZ250 for the main event, and were no match for Oliver and his spot-on machine.

Yamaha Canada's Jon Cornwell pressured Walker a bit in the opening laps, but eventually faded out of reach, and settled for third, well ahead of tough battle for fourth between Hall'N'Still's Baldus, Moto Liberty's Carmichael, and Dublin Kawasaki's Chuck Sorensen, who finished fourth through sixth, respectively.

National Car Rental/N2 Racing's Jim Sabin was seventh, followed by local hero Jamie Bowman, defending Formula II champion Greene, who still hasn't found a tuner and races with an uncompetitive motor, and Kurt Hall.

Although Hall finished 10th today, after suffering with ignition problems, he still has a strong hold on the championship point standings, leading Greene,101-87. In the final, upcoming Road Atlanta round, Greene must win - with Hall placing no higher than 11th - in order to win the title. Bruce Baldus is third with 64 points.

At the start of the race, Oliver jumped straight into the lead, and quickly pulled away from the field, never to be caught.

"It was a pretty simple race for me," Oliver said. "I got into a really sweet rhythm and went faster and faster every lap until I got a big enough lead to cruise."

Walker and Cornwell were doing the same in second and third throughout the race - where they finished - making sure they stayed far ahead of the battle for fourth.

At the flag, one foot separated fourth place finisher Baldus from Carmichael, who was, in turn, another foot ahead of sixth place finisher Sorensen.

### Formula III

Only one of Moto Liberty's rent-a-racer Honda RS125s was left available immediately before the race when Nancy Delgado, who had highsided the bike earlier in the weekend, was unfit to compete. So Michael Barnes hopped on the little bike, got one lap of practice in, and proceeded to stomp the entire Moto Liberty F-III field in the race.

Barnes cruised to a five-second win - an eternity on the little 125s - ahead of Moto Liberty's Carmichael. Nicky Hayden finished third, South American Hector Cordero fourth, and Jimmy Adams was fifth.

### Superstock

Kurt Hall again proved himself superior in Dunlop 600cc Superstock; he has already wrapped up the series title by virtue of the 87 points he has accumulated to date. Bruce Baldus is currently second in the standings with 60 points.

In the race, Hall led into the first turn, and every other corner thereafter. Baldus was second for a long time, but eventually succumbed to a determined charge by John Choate, who had started at the back of the small, 10-rider grid. Choate couldn't catch Hall, and settled for second. Stevie Patterson claimed third, and Mike Himmelsbach also worked around fifth place finisher Baldus to take fourth.

Jamie Bowman was running away with the Dunlop 750cc Superstock race until he highsided in turn seven. Titian Bue picked up Bowman's spot, and held on to the lead, winning by a scant .36-of-a-second over Patterson. Tom Wilson, David Stanton, and Brett Ray rounded out the top five.

Bowman was back in the Dunlop 1100 Superstock event, winning with five seconds to spare over Wilson. Wilson, however, has already won the war; he has a total of 97 points, well ahead of second seeded Donald Jacks, who has 57. Choate did not have the proper gearing for Moroso, and struggled to third overall.

**Rich Oliver (97) took the F-II win in Florida, beating Danny Walker (141).**

**Michael Barnes easily won the F-III class aboard a rent-a-racer Honda RS125.**

Billy Eisenacher and Patterson rounded out the top five. CN

### Results

**F-USA QUALIFYING:** 1. Donald Jacks (1:20.60); 2. Michael Martin (1:22.07); 3. David Sadowski (1:22:50); 4. Fritz Kling (1:22.50); 5. Michael Barnes (1:23.11); 6. Danny Walker (1:23.31); 7. Rich Oliver (1:23.32); 8. Mark Chin (1:23.32); 9. Jamie Bowman (1:23.72); 10. John Ashmead (1:23.87); 11. Jacques Guenette (1:23.88); 12. Titian Bue (1:24.25); 13. Donny Greene (1:24.56); 14. Bruce Baldus (1:24.78); 15. Jim Sabin (1:25.56); 16. Doug Carmichael (1:26.07); 17. Jason Paden (1:27.35); 18. Bill Himmelsbach (1:27.69); 19. John Cox (1:27.92); 20. Lanny Cobb (1:27.98); 21. Joe Brett Williams (1:28.13); 22. Charlie Safley (1:29.15); 23. Perry Melnecive (1:30.80); 24. Michael McKinley (1:31.70).

**F-USA RACE 1:** 1. Donald Jacks (Suz); 2. Michael Martin (Suz); 3. Fritz Kling (Suz); 4. John Ashmead (Kaw); 5. Jacques Guenette (Yam); 6. Rich Oliver (Yam); 7. Danny Walker (Yam); 8. Michael Barnes (Hon); 9. Doug Carmichael (Yam); 10. Donny Greene (Yam).

**F-USA RACE 2:** 1. Donald Jacks (Suz); 2. Michael Martin (Suz); 3. Fritz Kling (Suz); 4. Jacques Guenette (Yam); 5. Michael Barnes (Hon); 6. Mark Chin (Yam); 7. Danny Walker (Yam); 8. Rich Oliver (Yam); 9. Doug Carmichael (Yam); 10 Bruce Baldus (Yam).

**F-USA O/A:** 1. Donald Jacks (Suz); 2. Michael Martin (Suz); 3. Fritz Kling (Suz); 4. Jacques Guenette (Yam); 5. Michael Barnes (Hon); 6. Danny Walker (Yam); 7. Rich Oliver (Yam); 8. Doug Carmichael (Yam); 9. Bruce Baldus (Yam); 10. Donny Greene (Yam); 11. Joe Brett Williams (Hon); 12. Craig Gleason (Hon); 13. John Ashmead (Kaw); 14. William Himmelsbach (Yam); 15. Jim Sabin (Yam); 16. Mark Chin (Yam); 17. Charles Safley (Yam); 18. James Pennington (Suz); 19. Jamie Bowman (Yam); 20. Greg Esser (Yam); 21. Jimmy Shelton (Hon); 22. Michael McKinley (Yam); 23. David McGrath (Suz); 24. John Cox (Yam); 25. Perry Melnecive (Apr); 26. Titian Bue (Suz); 27. Stevie Patterson (Suz); 28. David Sadowski (Suz); 29. Jason Paden (Yam); 30. Keith Code (Yam); 31. Ernie Kicklighter (Kaw); 32. Kurt Hall (Yam)

**F-II**: 1. Rich Oliver (Yam); 2. Danny Walker (Yam); 3. Johnathan Cornwell (Yam); 4. Bruce Baldus (Yam); 5. Doug Carmichael (Yam); 6. Chuck Sorensen (Yam); 7. Jim Sabin (Yam); 8. Jamie Bowman (Yam); 9. Donny Greene (Yam); 10. Kurt Hall (Yam); 11. Brad Sawyer (Yam); 12. Bill Himmelsbach (Yam); 13. Jason Paden (Yam); 14. Keith Code (Yam); 15. Peter Wensloff (Yam); 16. Perry Melneciuc (Yam); 17. Bowe Herron (Yam); 18. Gregg Esser (Yam).

**1100 S/STK:** 1. Jamie Bowman (Hon); 2. Tom Wilson (Hon); 3. John Choate (Hon); 4. Billy Eisenacher (Hon); 5. Steve Patterson (Suz); 6. Danny Roberts (Hon); 7. David McGrath (Suz); 8. Jimmy Shelton (Hon); 9. Christian Damian (Hon); 10. Laney Cobb (Hon).

**750 S/STK:** 1. Titian Bue (Kaw); 2. Steve Patterson (Suz); 3. Tom Wilson (Suz); 4. David Stanton (Hon); 5. Brett Ray (Suz); 6. Craig Turcotte (Suz); 7. Richard Perry (Suz); 8. Jamie Bowman (Suz); 9. Ernie Kicklighter (Kaw).

**600 S/STK:** 1. Kurt Hall (Suz); 2. John Choate (Hon); 3. Stevie Patterson (Suz); 4. Mike Himmelsbach (Hon); 5. Bruce Baldus (Hon); 6. Billy Eisenacher (Hon); 7. David Stanton (Hon); 8. Tatsuhiko Iino (Hon); 9. Reuben Frankenfield (Hon); 10. Grey Mathews (Hon).

**FUTURE STARS:** 1. Aaron Yates (Hon); 2. Flipper Page (Hon); 3. Barry Rompella (Hon); 4. Mark Pitz (Yam); 5. Paul Sloan (Hon); 6. Lewis Woluff (Hon); 7. Chris Taylor (Yam).

**F-USA C'SHIP POINT STANDINGS:** 1. Donald Jacks (107); 2. Michael Martin (89); 3. Chuck Graves (86); 4. Lee Shierts (70); 5. (TIE) Fritz Kling/Chris D'Aluisio (33); 7. Joe Pittman (27); 8. Rich Oliver (22); 9. (TIE) Steve Crevier/Joe Brett Williams (20): 11. Don Greene (18); 12. (TIE) Benoit Pilon/Mark Chin/Danny Walker (17).

**F-II C'SHIP POINT STANDINGS:** 1. Kurt Hall (101); 2. Donny Greene (87); 3. Bruce Baldus (64); 4. Chris D'Aluisio (51); 5. Rich Oliver (Yam); 6. Bill Himmelsbach (Yam); 7. Chuck Sorensen (40); 8. Peter Wensloff (38); 9. Michael Graves (29); 10. Danny Walker (28).

**1100cc S/STK C'SHIP POINT STANDINGS:** 1. Tom Wilson (91); 2. (TIE) Donald Jacks/Stevie Patterson (57); 4. Mark McDaniel (52); 5. Billy Eisenacher (42); 6. Tray Batey (40); 7. David McGrath (29); 8. Robert Wright (25); 9. (TIE) Jamie Bowman/Curtis Adams (20).

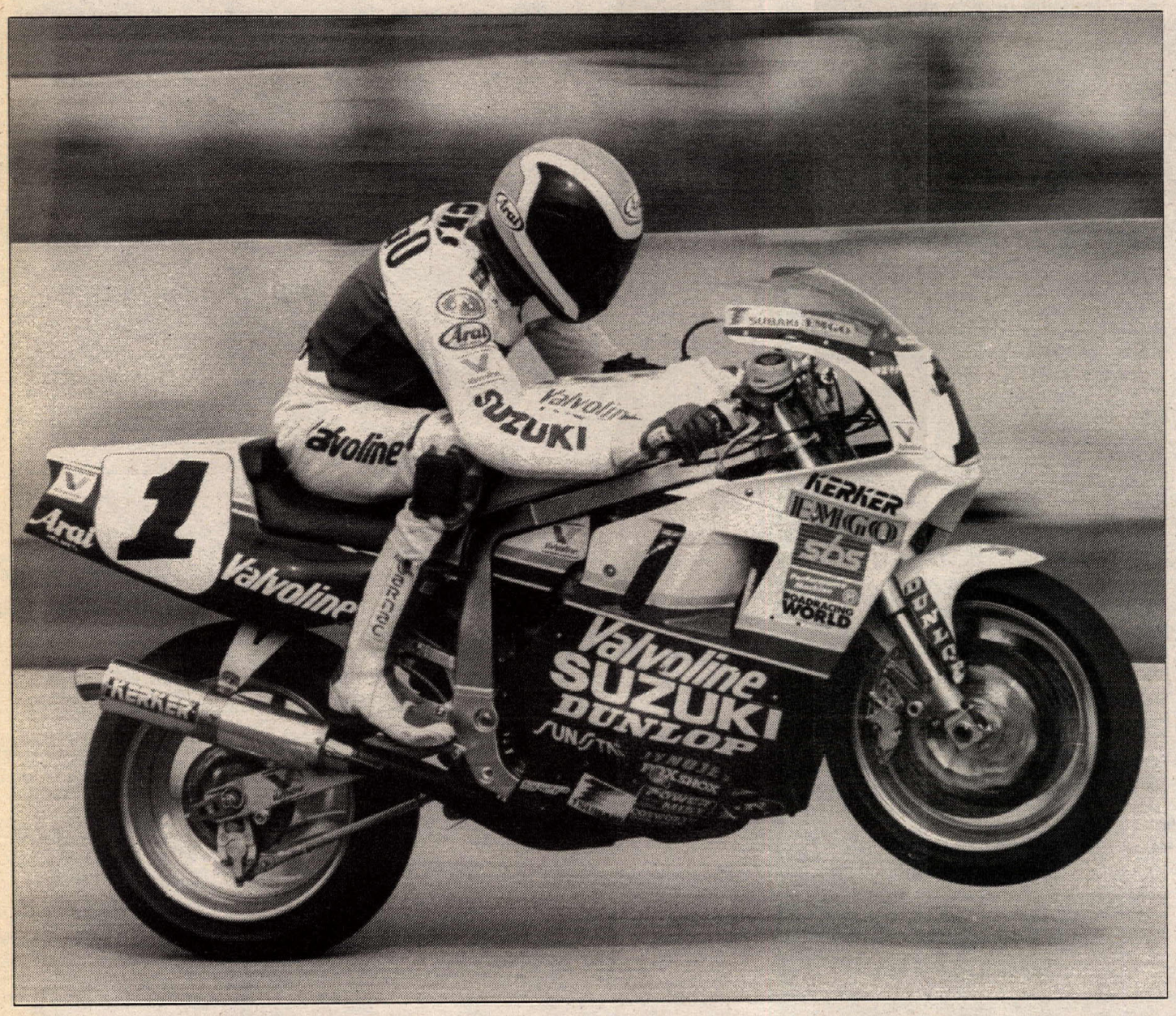
**750cc S/STK C'SHIP POINT STANDINGS:** 1. Tom Wilson (75); 2. Stevie Patterson (62); 3. David Stanton (57); 4. Mark McDaniel (53); 5. (TIE) Donald Jacks/Tripp Nobles (37); 7. Andrew Milton (29); 8. Titian Bue (28); 9. Wes Cooley (25); 10. Greg Abbott (23).

**600cc S/STK C'SHIP POINT STANDINGS:** 1. Kurt Hall (87); 2. Bruce Baldus (60): 3. Stevie Patterson (47); 4. (TIE) Billy Eisenacher/Michael Himmelsbach (46); 6. (TIE) Donald Jacks/Andrew Milton (37); 8. David Stanton (36); 9. Willie Burr (20); 10. Tray Batey (18).

**F-III C'SHIP POINT STANDINGS:** 1. Doug Carmichael (32); 2. Nicky Hayden (30); 3. (TIE) Marcello Del Guidice/Michael Barnes (20); 5. (TIE) Jim Struke/Hector Cordero (13); 7. (TIE) Nancy Delgado/Jimmy Adams (11); 9. (TIE) Jeff Johnson/David Pare (10).

**FUTURE STARS C'SHIP POINT STANDINGS:** 1. Barry Rompella (70): 2. Chris Taylor (50); 3. Jens Haerter (36); 4. Richard Padilla (35); 5. Patrick Ludwig (30); 6. Billy Lafon (24); 7. Mark Ott (22); 8. (TIE) Brett Wahl/Aaron Yates (20); 10. (TIE) Jennifer Appel/Brian Gibbs (18).

# ROAD RACE WERA Vanson/PM Endurance Series: Round 11




Donald Jacks led Team Suzuki Endurance to victory at Moroso Motorsports Park; they only won by a scant 19 seconds.

# Team Suzuki wins a thriller

**By Brent Plummer**

WEST PALM BEACH, FL, SEPT. 20

Team Suzuki Endurance was back in top form at Moroso Motorsports Park, winning an excitingly suspenseful race. Team Suzuki edged out early race leaders National Car Rental Racing (formerly N2 Racing) by a scant 19 seconds to claim the overall victory.

A series of red flags prevented Team Suzuki Endurance from completing more than the 124 laps that they actually did around the 2.25-mile circuit, at an average speed of 69.75 mph.

Team Suzuki probably couldn't have won without help from Donald Jacks. National Car Rental had brought in fast guy Michael Barnes from AMA Endurance squad Team America as their heavy-hitting ace - and Barnes did not disappoint; he stormed off to an early lead on the team's Honda CBR900, and looked set to run away with the race.

"I was keeping my lead short," said Barnes after the race. "Hoping they wouldn't call up Donald (Jacks)." But Barnes' ploy didn't work. Team Suzuki sent Jacks out with two and a half out of four hours remaining in hopes of exploiting his speed and home track advantage.

Team Suzuki's plan worked. Jacks jumped on the bike and immediately began turning lap times unmatched by any in the race, and regained the lead for Team Suzuki. It was a lead they didn't relinquish.

Virginia Breeze Racing took third overall, and third in Heavyweight Superbike after a slew of minor problems. The team suspects that a bad radiator cap is what caused their first hour over-heating problem, forcing them to lose valuable time in the pits while prying the cap off, and collecting water to refill the system. The team lost more time replacing a slipping clutch - thought to be caused by the overheated motor - and benefitted from a late-race crash by DAK Racing's Dean Hayes, who was fighting for third overall at the time.

"We had to stay ahead of Virginia Breeze," said Hayes. "We were both on the same lap. Their bike was a little faster, so I was trying to run exceptional lap times on old, worn out tires. I came into (turn) five (at the end of the back-straight) hard on the brakes, the front slid for a long ways - I held it up on my knee for as long as possible, but eventually went down." Hayes was unhurt, and the team was lucky to lose only third spot. They hung on to fourth overall, fourth in Heavyweight Superbike.

Knee-On Racing took fifth overall, fifth in Heavyweight Superbike, edging out Middleweight Production class winners - and the highest placing 600cc effort - Team Pearls by a scant 25 seconds at the flag. And that was a position Pearls was very happy with.

"The important thing here was for DAK (Racing) not to finish in the top three - which they didn't - because we are in a strong position to maintain third overall," said team manager Peter Jones. "Now, all we have to is finish in the top 15 at the final round to get third overall, which, I think, will be the first time a Mediumweight Production team has finished that high."

Indeed, Team Pearls is in a strong points position - with 786 points they are securely in third behind 1992 champions Team Suzuki Endurance (1192 points), and Force Racing (806). DAK Racing is fourth with 762, followed by Virginia Breeze Racing (751). Roswell Racing is a close sixth with 741 points.

Second seeded Force Racing had their second DNF in a row (after the 24 Hours West, where they blew a motor), with the culprit again being a blown engine. Force only completed 70 laps, ending up 19th overall in a field only totalling 21 teams.

Progressive Racing earned sixth overall, first in Heavyweight Production. Roswell Racing, Team R&R Racing, and Psycho Racing rounded out the top 10.

At the start of the race, Team Suzuki Endurance's Michael Martin jumped out to an early lead, and looked set to make this race yet another Suzuki Endurance runaway. But Barnes was having minor difficulties, and would soon make his presence known.

"The brake pads didn't quite seat in," said Barnes. "But once I got around the first few guys, they bedded in, and I wicked it up." Within five laps, Barnes had made up the time lost to Martin, and began hassling him for the lead.

Martin stayed in cruise mode, and was some 16 seconds back at the 40-minute mark, when the first of three red flags flew.

Team Last Minute had oiled the track in turn two, causing Northern Boys Racing to run off the track, and the race was quickly halted. Team Suzuki changed rear tires, and suited up team captain Kurt Hall. National Car Rental - who had doubled their tire budget in an effort to beat Team Suzuki Endurance - were checking over their rubber, but had no intention of changing riders.

Meanwhile, Virginia Breeze was prying off their radiator cap and trying not to get burnt by the steam exploding out (they succeeded), and Team Pearls was hurting with a new Metzeler bias front tire/radial rear combination that they were sure would work better than their mainstay pair of bias-plys. It didn't, and the team suffered.

The race got underway, soon to be red-flagged again, before the end of the second hour.

For the second restart, Team Suzuki got serious. They were sick of second place, and saddled Jacks up with a pair of fresh tires.

National Car rental lined up in the wrong grid position, and were soon under protest by DAK Racing. Team Suzuki, though, found a clause in the rulebook invalidating the protest, and pointed it out to National Car Rental, who escaped without penalty.

Craig Gleason was soon on the National Car Rental bike, knowing that he had his work cut out for him against the fastest rider at Moroso - Jacks.

"This was my first time here at Moroso," said Gleason after the race. "I was still learning the track when I first went out because we missed most of practice repairing a cracked engine case." But once out, Gleason quickly adapted, and kept National Car Rental on the lead lap until he handed off to Barnes in the final hour.

Soon after Barnes was on, the third and final red flag was thrown due to Northern Boys Racing blowing a motor at the start/finish line, and leaving a line of oil all the way to, and through, turn one. The droppings were cleaned, and the clear track signal was given with 31 minutes remaining. The race got under way again with 20 minutes left.

Jacks stormed away from the field, lapping all the way up to fifth place, and took the checkered, with Barnes not far behind. CN

## Results

**OVERALL:** 1. Team Suzuki Endurance (Suz); 2. National Car Rental (Hon); 3. Virginia Breeze Racing (Yam); 4. DAK Racing (Suz); 5. Knee-On Racing (Kaw); 6. Team Pearls (Hon); 7. Progressive Racing (Suz); 8. Roswell Racing (Suz); 9. Team R&R Racing (Suz); 10. Psycho Racing (Yam); 11. TKO Racing (Suz); 12. Royale Racing (Hon); 13. Competition Cycle Center (Hon); 14. H&B Racing (Hon); 15. Anderson/Jardine (Suz); 16. Rapid Fire Racing (Yam); 17. Northern Boys Racing (Hon); 18. Addicted To Racing (Suz); 19. Force Racing (Yam); 20. Jet Harbor Racing (Yam); 21. Last Minute Racing (Suz).

**H/W S/BK:** 1. Team Suzuki Endurance (Suz); 2. National Car Rental Racing (Hon); 3. Virginia Breeze Racing (Yam); 4. DAK Racing (Suz); 5. Knee-On (Kaw); 6. Roswell Racing (Suz); 7. Addicted To Racing (Suz); 8. Force Racing (Yam); 9. Team Last Minute (Suz).

**H/W PROD:** 1. Progressive Racing (Suz); 2. Team R&R Racing (Suz).

**M/W S/BK:** 1. Psycho Racing (Yam); 2. TKO Racing (Suz); 3. Royale Racing (Hon); 4. Competition Cycle Center (Hon); 5. H&B Racing (Hon); 6. Rapid Fire Racing (Yam); 7. Jet Harbor Racing (Yam).

**M/W PROD:** 1. Team Pearls (Hon); 2. Northern Boys Racing (Yam)

**WERA VANSON/PM NATIONAL ENDURANCE SERIES POINT STANDINGS:** 1. Team Suzuki Endurance (1192) 2. Force Racing (806); 3. Team Pearls (Hon); 4. DAK (Suz); 5. Virginia Breeze (751); 6. Roswell Racing (741); 7. Royale Racing (Suz); 8. Arclight Racing II (695); 9. Northern Boys Racing (656); 10. Arclight Racing (627).

# USA all the way in Sweden

By John Hipkiss

KUMLA, SWEDEN, SEPT. 19

Team captain Sam Ermolenko shrugged off a nasty scare to lead the American team to a storming victory in the Speedway World Team Cup in Sweden.

After trailing England in the early stages, the Americans stepped up a gear in the closing heats to top the score chart on 39 points, six better than host nation Sweden, with England a further two points behind and Denmark, last year's champions, at the bottom of the list.

Ermolenko was lucky to escape serious injury in his second race when Danish rider Gert Handberg, third in the World Individual Final in Poland three weeks earlier, lost control coming out of the second bend. His bike looped, throwing him off, and then hurtled across the track, crashing into Ermolenko and hitting him in the chest and face.

Ermolenko had to have treatment on the track and it was some minutes before he was able to get to his feet. He looked a little unsteady, but apart from the bruising he was unhurt and able to complete in the rerun after Handberg was excluded for causing the stoppage.

Still shaken, Ermolenko could only finish third but after having time to recover he emerged to score two fine wins before clinching the American triumph when he surged from last to second place in his final race.

Proud of his team's performance, Ermolenko said later: "We had some bad luck in the early heats and many teams would have folded but we stuck at it and things worked out right.

"It was a great all-round show from the American boys and following our win in the World Pairs earlier in the season I guess we have proved we are now the world's best."

Having also led the USA to victory in the three-match international series against England, Ermolenko's only regret is that he failed to complete the clean sweep by taking the World Individual Championship in Poland. He was the pre-match favorite and finished a disappointing eighth, but as the American team captain he did a magnificent job in regaining the trophy they won two years ago.

England were the pace-setters in Kumla, revelling in the deep track conditions and were five points ahead of the USA after each rider had had one race. Greg Hancock was America's only winner. Although Ermolenko picked up a third place after being overtaken by England's Joe Screen, and Ronnie Correy also collected a point, Billy Hamill failed to score.

Hancock was again the sole winner for the USA in the second round when Ermolenko had his confrontation with Handberg's flying machine, and reserve Bobby Ott replaced Correy, who was having machine problems.

**Team USA celebrates their win in the Speedway World Team Cup.**

The Americans were still in third spot but then, with the track surface becoming slicker, the tide began to change. Ermolenko scored his first win and so did Hamill, while Hancock picked up a second place and Correy added another point.

The pressure was on and the greater experience of the Americans began to tell on the young English squad led by recently crowned World Champion Gary Havelock.

After four rides each the USA had edged in front with 30 points to England's 29, and Sweden had slipped to third, three points further adrift.

The greater all-round strength of the Americans proved decisive. Correy finally found his touch, grabbing his only win of the meeting, Hamill followed up with another three points and Ermolenko 's second place in heat 19 was enough to put the team out of reach of the chasing pack.

Hancock, who had done the initial work and had broken the track record in his opening race, could finish only third in his last outing, but the trophy was already secure and his one point put him on top of the American score chart.

"We had a rough time for a while, but the team spirit was great," said Hancock who also played a major role in the World Pairs final. "We rode hard and we came good."

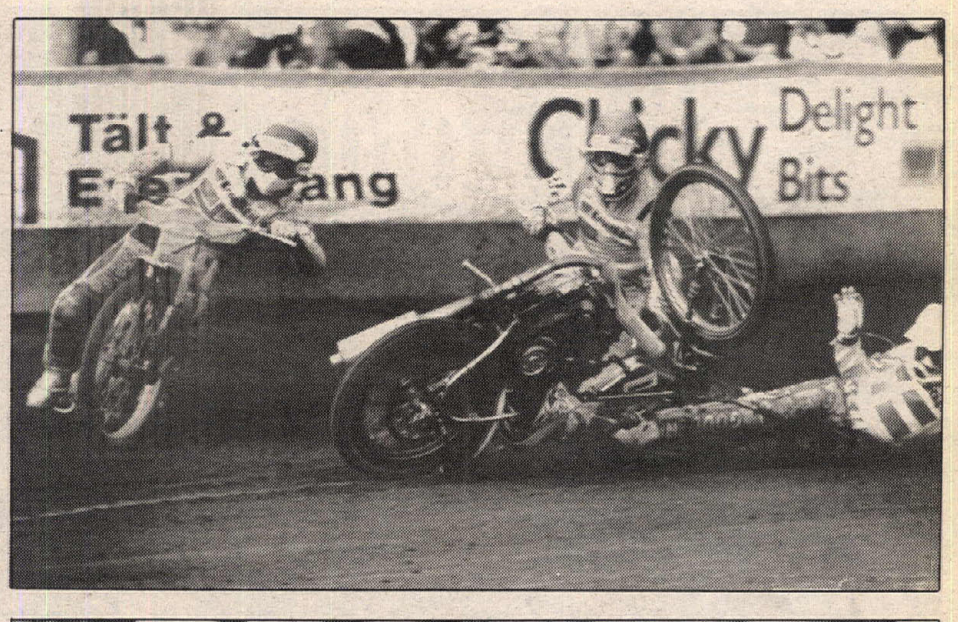
England were disappointed to finish third after making such a promising start. While America collected nine points from the final round England gained only three and were overtaken by Sweden.

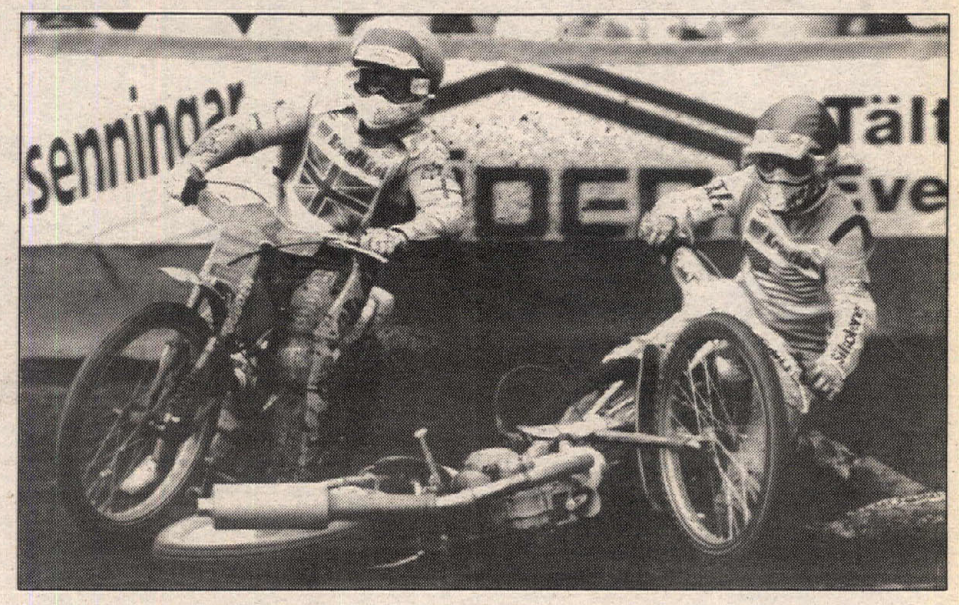
"The track changed so much during the meeting and I don't think we had enough experience to handle the last few heats, but we have a young team and we shall get better," said Havelock.

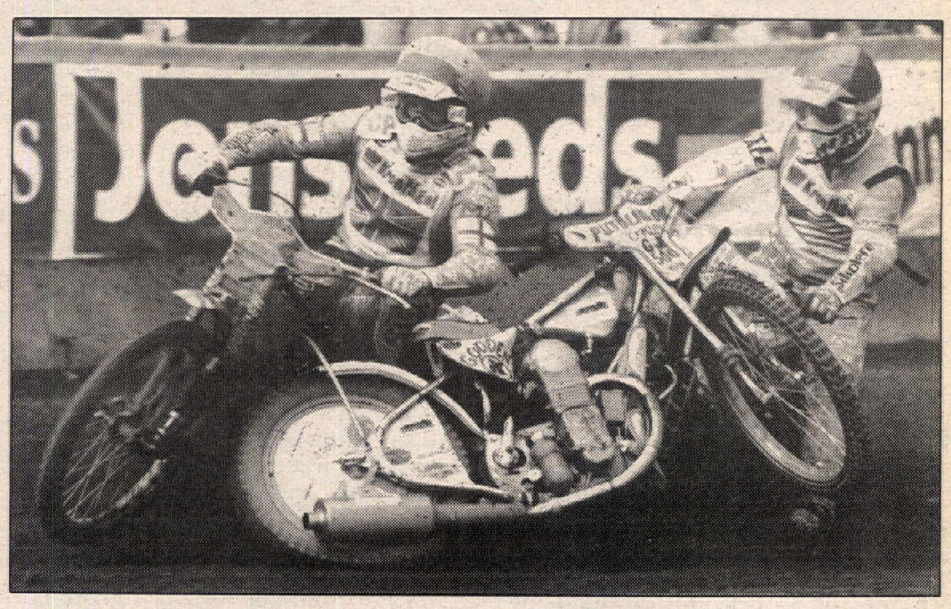
Although England faded, the big letdown went to the 1991 winners, Denmark. Without the injured Jan Pedersen and Tommy Knudsen, who was having an operation to replace his broken collarbone, they were never in contention. Three times World Champion Hans Nielsen scored 11 of his team's 17 points but Handberg, this year's bronze medalist, did not get on the score chart. CN

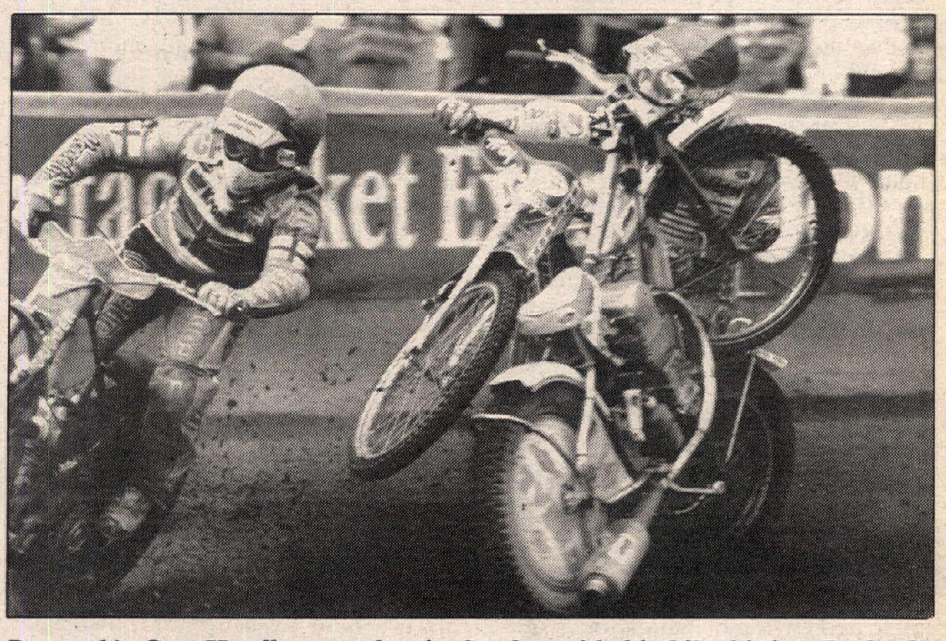
## Results

**SCORES:** 1. USA 39 (Greg Hancock 11, Sam Ermolenko 10, Billy Hamill 10, Ronnie Correy 5, Bobby Ott 3); 2. Sweden 33 (Henrik Gustafsson 12, Per Jonsson 11, Tony Rickardsson 7, Peter Nahlin 2, Jimmy Nilsen 1); 3. Denmark 17 (Hans Nielsen 11, Brian Karger 3, Brian Andersen 2, John Jorgense 1, Gert Handberg 0).







**Denmark's Gert Handberg crashes in Sweden with his bike hitting England's Martin Dugard and American Sam Ermolenko; Ermolenko got the worst of it, with Hanberg's bike hitting him in the face. He was lucky to escape injury.**

# RIDING IMPRESSION 1993 Suzuki RM250P

The latest RM250 features all-new bodywork and redesigned engine, chassis and suspension components.

By Donn Maeda
Photos by Kinney Jones

Suzuki motocross fanatics have something to get excited about for 1993 — an honest-to-goodness all-new RM250. Gone this year are the blinding flourescent pink, blue and gold graphics, the gaudy purple and yellow seat cover, and the four-year-old body style.

And hidden underneath all that new plastic is, yes, a better-powered and better-handling motorcycle, and to top all that off, the new RM250 looks nearly identical to the works bikes fielded by the Bieffe Suzuki team in the World Championship 250cc MX Series.

### So what's new?

With a suggested price of $4299, the new RM250 costs $200 more than last year's model, but a long list of changes and upgrades justify the price increase.

A completely redesigned engine, chassis and suspension highlight the package that comes wrapped in an appealing, easy-on-the-eyes, all-yellow package.

Motor-wise, the RM250 received changes throughout. All-new exhaust port and exhaust valve timing are designed to provide more power while smoothing out the transition from low to high rpm. The motor mount, or "head-stay," on the cylinder head has been moved from the front to the rear in an effort to reduce vibration transferred to the rider, and various parts of the motor are painted gray, mimicking the looks of the sand-cast magnesium parts found on most of the factory machines.

Also, a 38mm Keihin carburetor replaces the Mikuni unit of the past, and an all-new airbox and redesigned reed-valve round out the intake system.

A simplified coolant hose layout and redesigned radiators that feature more air space between fins allow the motor to run cooler.

The frame has been changed, too. The new RM250 features a square-tube design that was introduced on the 1992 RM125. The main "backbone" frame tubing is made of large-diameter square cross-section tubing, and all of the body tubes are also of square design. The new frame is reportedly 35% stronger than the old round-tube frame and provides a more stable, predictable ride.

Both ends of the Showa suspension have been revised. The 45mm front inverted fork is revalved, and a thinner inner fork tube wall and revised oil-lock device are claimed to provide a smoother ride. The rear shock has a larger, 25mm compression adjuster piston that allows more oil to flow through the body, and revised valving and a higher-quality Showa oil round out the suspension updates.

Other changes include solid handlebar mounts, new front brake-pad material, strengthened rear suspension linkage components and lighter but stronger front spokes.

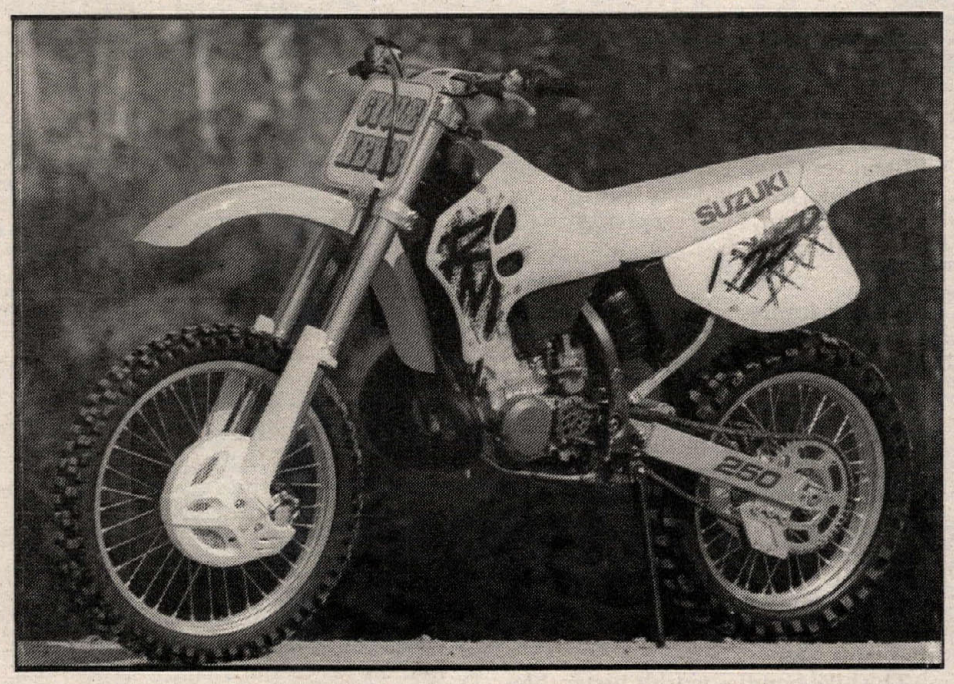
### But does it work?

Our test unit came slightly rich off the bottom, and our first day on the bike cost us two spark plugs. But adjusting the carb's idle screw so the engine idles a little higher than stock seems to alleviate the problem. Nonetheless, the RM could use some fine-tuning of the carburetor.

Despite the jetting being slightly off, the motor is still impressive. As compared to the '92 motor, the new powerplant doesn't rev as quickly but still delivers as strong a hit as before.

Low end power is a little scarce, but once the rpms start to build, hold on! From midrange on up, the RM hooks up and pulls nicely, but midrange is the motor's forte. Even when topped out, the motor continues to perform, though not as impressively as when it is kept in the meat of the powerband.

Overall, the motor isn't as explosive as last year's, but it is still plenty strong.




The new body style made its debut on the Team Bieffe Suzuki works bikes in Europe.

The new RM handles like a dream, as compared to last year's erratic swapper. This year's rear end is significantly more predictable, and unexpected sidesteps are a thing of the past. The shock soaks up everything thrown its way without kicking or bottoming out like the '92 model.

Up front, the story is a little different. The new inverted fork feels different than last year's, but not necessarily better — the action is still a little harsh and unforgiving. Over the smaller bumps, the valve action is too stiff, resulting in a harsh ride. Luckily, the fork makes up for it when landing off large jumps. The combination of stiff damping action and overall rigidity of the upside down fork design, as well as the new solid-mounted handlebars, gives the rider plenty of confidence on hard landings. However, the overall harsh feeling of the fork is becoming smoother and smoother as we put more time on the bike and break in the fork, something that traditionally takes a while with inverted forks.

The ergonomics are top-rate. The new bodywork is not only better looking, it's also very functional. A slimmer and smoother transition at the gas tank/side panel/seat junctions makes for easier body movement on the bike. The fuel tank is a bit wider than past models, but many riders felt that the older RMs were too skinny anyway, claiming it was too difficult to grasp the bike with the rider's knees for better control over rough ground.

As far as slowing the new RM down for the turns, the front and rear braking action is excellent — powerful but not grabby.

### Opinions

Crowds formed whenever we unloaded the RM250 from the truck. Visually, the new RM is stunning, in my opinion the sharpest-looking bike for '93.

The only drawback to the new style is the fuel cell's dark-gray color, which makes it difficult to tell how much gas is in the tank. It will be interesting to see if anyone manages to come out with a decent replacement for off-road use.

The bike is comfortable and easy to move around on, and it takes no time at all to feel at home. The ergonomics are top-notch, though I did have a problem snagging the top of my left boot on the bottom edge of the seat.

The midsection of the RM is a little wider than some bikes, but not obtrusively so, and there is plenty to grip with your knees. My legs are quite long (I have been known to run over my own feet), so I would swap the seat for a taller unit to aid in the transition from sitting to standing.

The Suzuki makes good power, with the midrange being its most impressive aspect. Top-end run-out is respectable too, but unfortunately, the hit in the middle comes at the expense of the bottom end. With the bike's potent midrange, the transition from the weak bottom end is sometimes hard to control. The addition of a flywheel weight and/or steel clutch plates might help, and would also eliminate some of the stalling problems that I encountered.

The fork is a bit disappointing as it is harsh in the initial portion of the travel. My arms pumped up worse than normal because the front end was busy on fast, choppy straights, and at the same time didn't want to settle into

turns. This hurt both braking and cornering performance.

The shock seemed much better, and reacted consistently on jump take-offs, in whoops, and while braking.

I had very high expectations for the new Suzuki RM, and while it did not meet all of them, I was very happy with the overall package.

**Chris Jonnum**

My first impressions of the new RM were disappointing, but after spending more time on it I've come to really like the new machine.

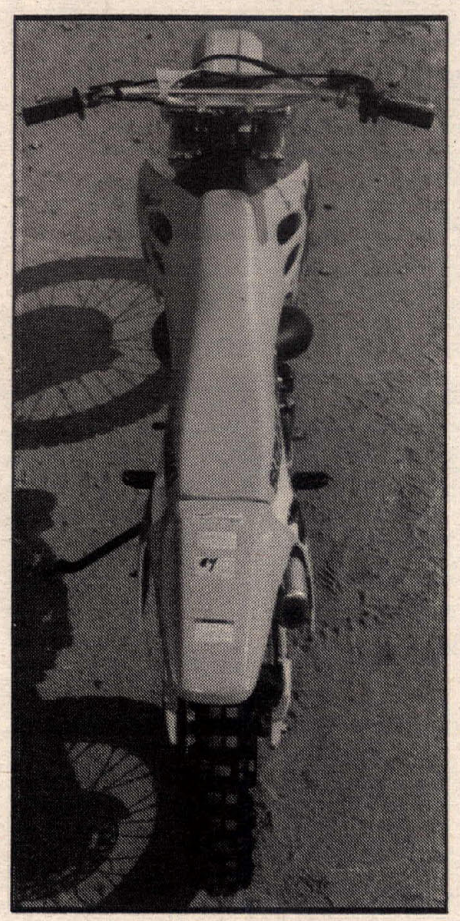
The motor is great — it has a violent burst in the middle of the powerband that keeps going even when revved too far. The motor doesn't fall on its face when its over-revved like a Honda CR250 does. The motor's only shortcoming is its lack of low end, but the impressive mid-range and respectable top-end power quickly overshadow that fault.

The bike handles worlds better than last year's model, but it's still not up to par with a '92 Kawasaki KX250. The suspension is extremely stiff before it breaks in, and even then it's a bit harsh for my taste. The fork does little to absorb smaller bumps, but works well when landing from large jumps.

The rear end of the machine is a lot better. The shock soaks up everything thrown its way and doesn't swap like last year's did. Everything that the rear end does is smooth and predictable.

In my opinion, the new RM doesn't turn as well as past RMs, but that's probably because of the stiff fork and the Bridgestone M51 intermediate terrain front tire. When turning on hard-packed tracks, the front end feels like it'll slip out from under you. Raising the forks 5mm in the triple clamps and switching to a Dunlop K490 front tire seemed to help without sacrificing a whole lot of high-speed stability.

The RM250 is one of the most comfortable machines around. Nothing on the new bodywork catches or snags, even for those of us who wear knee braces. The seat cover, though, is thin and will undoubtebly tear under the abuse of knee braces. The wider tank area gives you more to hold onto with your knees — past Suzukis felt way too skinny.



**Moving around on the new RM is easier than ever and the seat is comfortable.**

The controls are good, and the solid-mounted handlebars don't twist sideways with every little spill like the old rubber-mounted versions did. The grips are bogus, but not as bogus as trying to replace them. The throttle-side grip seems to be welded onto the housing. Plan on spending several hours trying to grind the old grip off.

The bike is much better looking than past versions. The yellow fenders, radiator shroud and seat cover look great, but the graphics make the bike look like they were designed by a group of spray paint-armed vandals. The gray paint on the motor gives the bike a real "works" look, although it starts to wear off after just a few rides.

Once you soften up the forks, change the front tire, install new grips and remove the graphics, the '93 Suzuki RM250 can be everything you hoped it would be. And better.

**Donn Maeda**

Since the TM days of the early '70s to the late '80s, I've been a diehard Suzuki RM250 fan. During that approximately 20-year span, there were many models that made it easy to be an RM fan, but there were plenty of models that tested one's loyalty, especially the 1986 RM250. But no matter how "bad" a particular year-model RM was, I would always convince myself, "Ahh, it's not so bad."

But that all came to an end in 1989, when Suzuki introduced its all-new and redesigned RM250. Although it looked better than ever, I could never come to terms with its erratic suspension, pipey powerband, twitchy handling and "rattley"-sounding engine. That was it. I had just flat-out run out of excuses for liking RMs.

Luckily for me, and none too soon, a new generation of RMs is upon us, and I can tell you now, that this is the first RM250 that I've liked in four years. And it took absolutely no overtime convincing whatsoever.

The 1993 RM250 is the easiest-to-ride RM since the 1988 model, which had awesome bottom-end and super smooth power delivery throughout the powerband. Although the 1993 RM is still a little "explosive" as compared to the milder '88 RM, it is significantly tamer than its predecessor. While the '93 RM might not be as hard-hitting as before, it still is a very powerful motorcycle. Only a professional or Intermediate class rider might want more power on top, but for us "normal" people, the new RM250 has plenty of "roostability" to get the job done. There's no lack of horsepower here.

If I owned the new RM, though, I would search for a little more bottom-end, nothing maybe a new exhaust pipe and cleaner jetting couldn't provide.

Handling and suspension have been my biggest gripe about the RM250 since 1989. Horrible headshake, unpredictable handling, and harsh forks have steered me away from RMs over the last four years, but I could live with the '93 RM without much complaint. There's still a hint of headshake and harshness up front, but nothing like before. The back end is far superior to last year's RM.

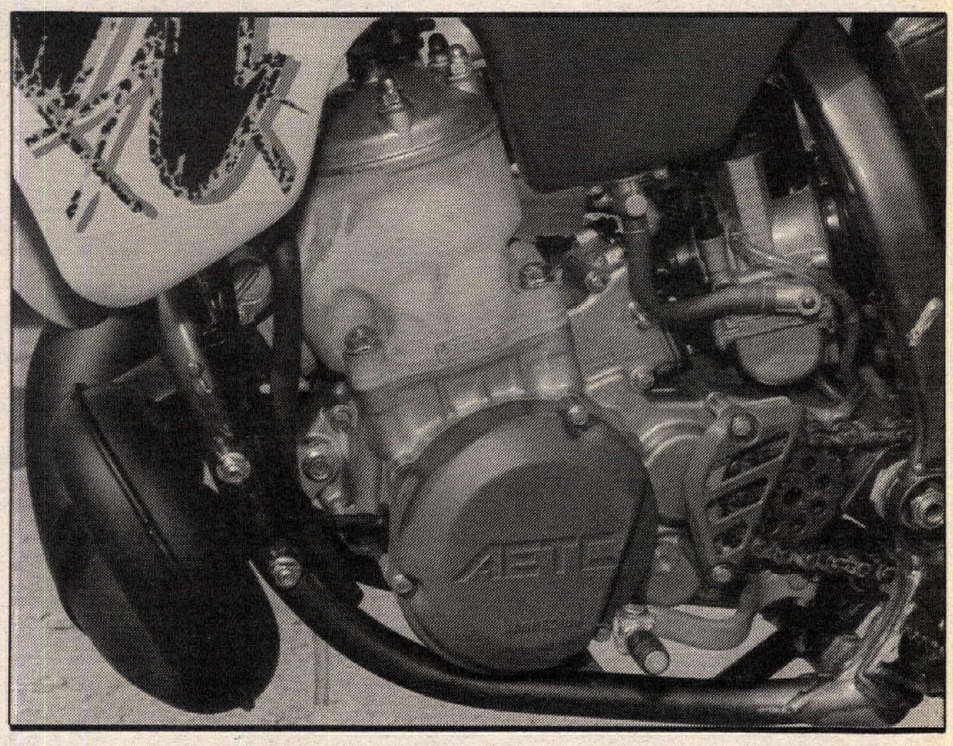
The fork doesn't impress me all that much, but it, too, is better than before.

I was never all that comfortable on the '89-'92 RM250s, but the '93 model feels much better. The overall layout suits my long arms and legs, and the new bodywork makes it easier to slide around on.

Overall, there just isn't much I don't like about the new RM. It corners well, the brakes are strong, it's a predictable jumper, it's fast and the suspension is good. And scanning Suzuki's $3,000,000 contingency plan for 1993, makes the new RM250 a very attractive and perhaps lucrative package.

It's nice to like the RM250 again.

**Kit Palmer**



**The new motor lacks some low end but packs an impressive midrange punch. A Keihin carburetor replaces last year's Mikuni but comes jetted slightly rich off the bottom.**

*While* Cycle News *believes the preceding test to be reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.* CN

## Specifications

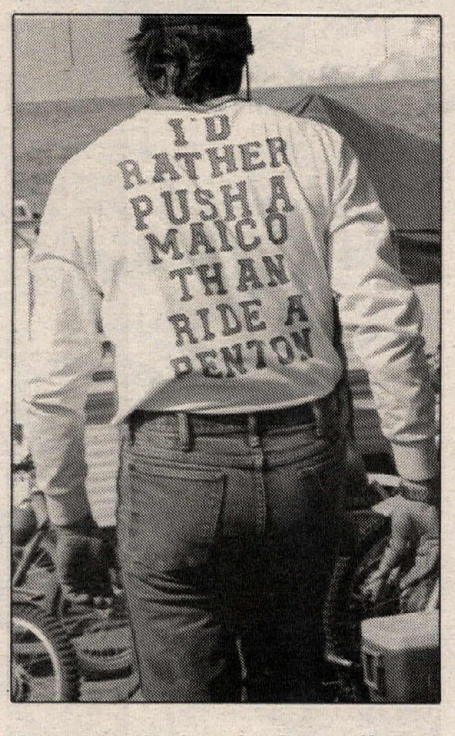
### Suzuki RM250P

| | |
|---|---|
| List Price | $4299 |
| Displacement | 249cc |
| Engine type | Liquid-cooled, single cylinder, two-stroke |
| Bore x Stroke | 67x70.8mm |
| Compression ratio | 8.7/10.4:1 |
| Carburetion | (1) 38mm Keihin |
| Ignition | CDI |
| Transmission speeds | 5 |
| Starting system | Kick |
| Fuel capacity | 2.0 gal. |
| Wheelbase | 57.7 in. |
| Rake/trail | N/A |
| Seat height | 37.8 in. |
| Front tire | 80/100x21 |
| Rear tire | 110/90x19 |
| Front wheel travel | 12.2 in. |
| Rear wheel travel | 12.8 in. |
| Front brake | Disc |
| Rear brake | Disc |
| Final drive | Chain |
| Claimed dry weight | 216 lbs. |

This marked the first year that AHRMA officials included vintage short track and TT competitions in the program.

Mark Andrews (71W) won the Modern Vintage 250cc TT class at Hayden Raceway.

Vintage events definitely bring out a different crowd than typical races.




# Rockin' in Colorado

**By Chris Jonnum**

STEAMBOAT SPRINGS, CO. SEPT. 16-20

With its rolling mountain slopes, souvenir shops, condominiums and rousing night life, Steamboat Springs may be more of a haven for yuppie skiiers and tourists than for motorcycle enthusiasts. But for one week out of the year, the ski resort town in scenic northern Colorado welcomes the two-wheel crowd to what is fast-becoming one of the bigger motorcycle get-togethers in the country — Steamboat Motorcycle Week.

For five days, a wide array of motorcycles converge on the town, and several different events and competitions are featured. The meet has been growing larger and larger each year, and records were again set for this year's 12th annual running of the event, as entries were up in literally every category. The extravaganza was one day longer than last year, as the American Historical Racing Motorcycle Association (AHRMA) sanctioned a vintage dirt track race for the first time this year, along with their traditional National Vintage MX, National Vintage Trial and Classic Cup Series Vintage Road Race. As they have in past years, the Denver-based Motorcycle Roadracing Association (MRA) held a contemporary road race on the final day.

Also featured were a BMW-sponsored Concours d'Elegance, a vintage bike rally, and several award-presentation parties.

Steamboat Motorcycle Week was held one week later than it has been in the past, and the rolling hillsides which surround the area were adorned in spectacular fall colors. The majority of events were literally held within the city limits, with the dirt track the only exception at its Hayden Raceway location, a little over 20 miles west of Steamboat Springs in the small town of Hayden. Participants came from every part of the country and as far away as Australia to ride, with an estimated combined total in all of the competitions of nearly 1000 entries.

There was plenty for riders and their families to do in Steamboat Springs, even if they had a day off from competition. Some spent their off-time spectating, while others chose to watch hang gliders and hot air balloons, or go mountain bike riding, hiking and fishing. For the more adventurous, bungee-jumping was even an option.

While AHRMA and MRA handled the sanctioning of the events, organizational assistance was provided by the local Timberline Trailriders M.C., and sponsorship came from Vintage Iron, BMW, Budweiser and Continental Airlines.

### Dirt track

When AHRMA officials decided to add a vintage dirt track and TT to the week's events, a large turnout wasn't expected, but they were pleasantly surprised when approximately 130 riders signed up to do battle on the small dirt oval.

The races were run on Wednesday, the first day of the Steamboat meet, and many vintage motocross and road race competitors took advantage of that fact to get in a little warm-up practice while at the same time trying out something new. For this reason, a broad spectrum of bikes were in attendance, requiring several rather unique classes to accommodate them all. Many of the racers had never competed in a dirt track before, so the atmosphere was decidedly low-key. The small track's surface was bumpy, which kept the spectacular sliding to a minimum.

An impromptu TT course utilized one half of the dirt oval and much of the infield. Dirt track classes ran six laps, while TT divisions went eight.

Barry Higgins of Georgia began a long week of racing with a holeshot in the Modern Vintage 600cc class. While Higgins led the pack, Phil Hanford began to recover from a poor start, moving into second place on the third lap. Hanford tried to overtake Higgins for the remainder of the race, finally moving up to challenge the leader as they approached the finish line. The two crossed the line side-by-side, with Hanford stealing the win in a photo finish.

After the first start of the Knobbie Lightweight class was red-flagged because of several over-anxious riders, Australian Geoff Eldridge pulled the holeshot on the restart and led for the first half of the six-lap race. Jim Lorington gated second on his 1974 Yamaha, and remained there for the entire race. Eldridge got his trip to America off to a good start, notching the win.

Following the final race on the oval track, the TT competition got under way. While Jim Holbrook went down right off the start in the Pre '67 Classic race, Dan Deubler jumped out to the early lead aboard a 1966 Bultaco. When Deubler dropped out one lap later with mechanical problems, Norm Francis put his Rickman in the lead position and stayed there for the win. Following him in a close second was Terry Pratt on a 1963 BSA.

In one of the largest classes of the day — the Knobbie Lightweight division — Bruce Hays' 1973 Honda led for the first two laps before Australian Geoff Eldridge sneaked by at the start/finish line to take over the lead. Eldridge then pulled out a small advantage on the pack aboard his 1974 Yamaha, until slow-starting Gary Tucker worked his way through the pack to challenge Eldridge on lap seven. Eldridge held off Tucker's 1974 Husqvarna for the last two laps for the win.

One of the most popular classes among the spectators was the Pre-'51 Dinosaur division. Aboard a 1950 Royal Enfield, event-organizer Beno Rodi won by such a large margin that AHRMA's Jeff Smith black-flagged him for half a lap to make the race a little closer. While there was not much battling for position, spectators enjoyed watching the riders work the foot-actuated clutches and hand shifters on the old machines.

### Trials

The AHRMA National Vintage Trial was held just outside of town in Howelsen Hill Park, at the base of a ski jump. Nine sections were laid out, with alternate routes around the obstacles depending on the riders' various skill levels. Beginners only ran eight sections, as one trap did not offer the possibility of an easier route. The nearly 100 entrants ran three loops around the Derek Belvoir-designed course.

While the morning sign-up and first

loop were held under mostly sunny conditions, the clouds opened up as the first riders began their second loop on the course. Rain persisted for much of the day, creating difficult conditions for riders and scorers alike.

While the trials sections were not nearly as challenging as those of contemporary courses, one trap did prove particularly challenging for the competitors. Most riders handled the majority of the section with ease, but an off-camber bank drop-off at the exit created many problems. On the morning loop, most riders were able to ride down the bank with one or no dabs, but as the bikes and rain took their toll on the section, a muddy rut began to form at the bottom of the bank, forcing competitors to leap off the top of the bank and through the exit. Successful efforts were impressive, especially considering the old machinery, but several riders ended up pulling themselves and their bikes out of the mud, accepting scores of five.

Another section forced the top riders to climb up two vertical rock steps, and another had competitors riding through a stinky, muddy sulphur stream.

Soggy score sheets made an accurate tabulation of the results difficult at best, but it was clear that Barry Higgins had the lowest total tally on his 1958 BSA. Again turning in a strong performance was versatile Geoff Eldridge, who won the Modern Classic C class on a 1974 Honda.

"This is my first trials ever; I quit!" said Eldridge.

### Motocross

One of the highlights of the week was the Vintage Iron National MX, the final round of the AHRMA National Vintage MX Series. A long, twisting track was set up in a grassy field on the east end of town. While a couple of sharp dips kept things interesting, the emphasis was more on turns than on jumps. Many riders mentioned that the track reminded them of an ISDE-type grass track, while others felt it was reminiscent of older European MX courses. There were 371 entries in the MX, up over 100 from last year.

Rain the evening before made for slippery turns in the first few races, but once the top layer of grass was worn off, conditions were perfect. They stayed that way for the remainder of the first round of motos, which all ran four laps. After the sun beat down on the track all morning, conditions became dusty and the second round of motos were shortened to three laps each after the lunch break.

While the first two days of the meet had been rather relaxed, riders seemed to take the MX a little more seriously. Competition was very close in several classes, and results were delayed slightly at the end of the day when several riders launched protests as to the legality of their competitors' bikes.

A rider who wasn't quite so serious was one of the three Australians present, Edgar Phipps, who along with fellow countryman Craig Harradine was making a vintage tour of the U.S.

"Marsh Runyon came over (to Australia) and stayed with us for a month and rode some stuff over there," said Phipps, "So he returned the favor and asked us to come ride with him. We're having a great time and doing a lot of riding, but we're doing even more drinking!"

Barry Higgins signed up to race in six classes, and started his day off with a holeshot in the 500cc Expert division on his 1974 KTM. Gary Tucker moved his 1974 Husqvarna into the lead in the first turn, and led the pack until Higgins retaliated midway through the moto. Tucker tried to get back into the lead, but he killed his engine one lap later. Tucker fell back to fifth before he could re-fire his motor, and he stayed there until the finish, with Higgins scoring the moto win.

After experiencing problems and finishing last in moto one, Jonathan Terry holeshot the second moto, with Higgins right on his tail. Higgins was able to nab the lead on the second lap, and Tucker then moved up to challenge Terry for second. At the end of the second lap, Terry retaliated with a pass that put Higgins into the hay bales, and pulled away for the moto win. Higgins recovered for second place in the moto, which was good enough for the overall win.

With so many motos to compete in, Higgins had his work cut out for him, and he did experience some problems.

"The Open Twin class was my third race in a row, and I missed the start of moto one," said Higgins. "I guess they forgot that I was in the race, so by the time I started, those guys were long-gone. I worked my way up to second, when all of a sudden my bike just made one of those expensive-sounding clanks, and stopped. I'm down to five classes now."

Vintage Iron's Rick Doughty dominated in both classes he entered, winning all four motos by substantial margins. His wins came in the Sportsman Open Twin Expert and Premier Lightweight II Expert classes, and were enough to clinch the titles for him in both divisions. The championships were Doughty's third and fourth of the season, and upped his total to an impressive 10 class titles in the last four years.

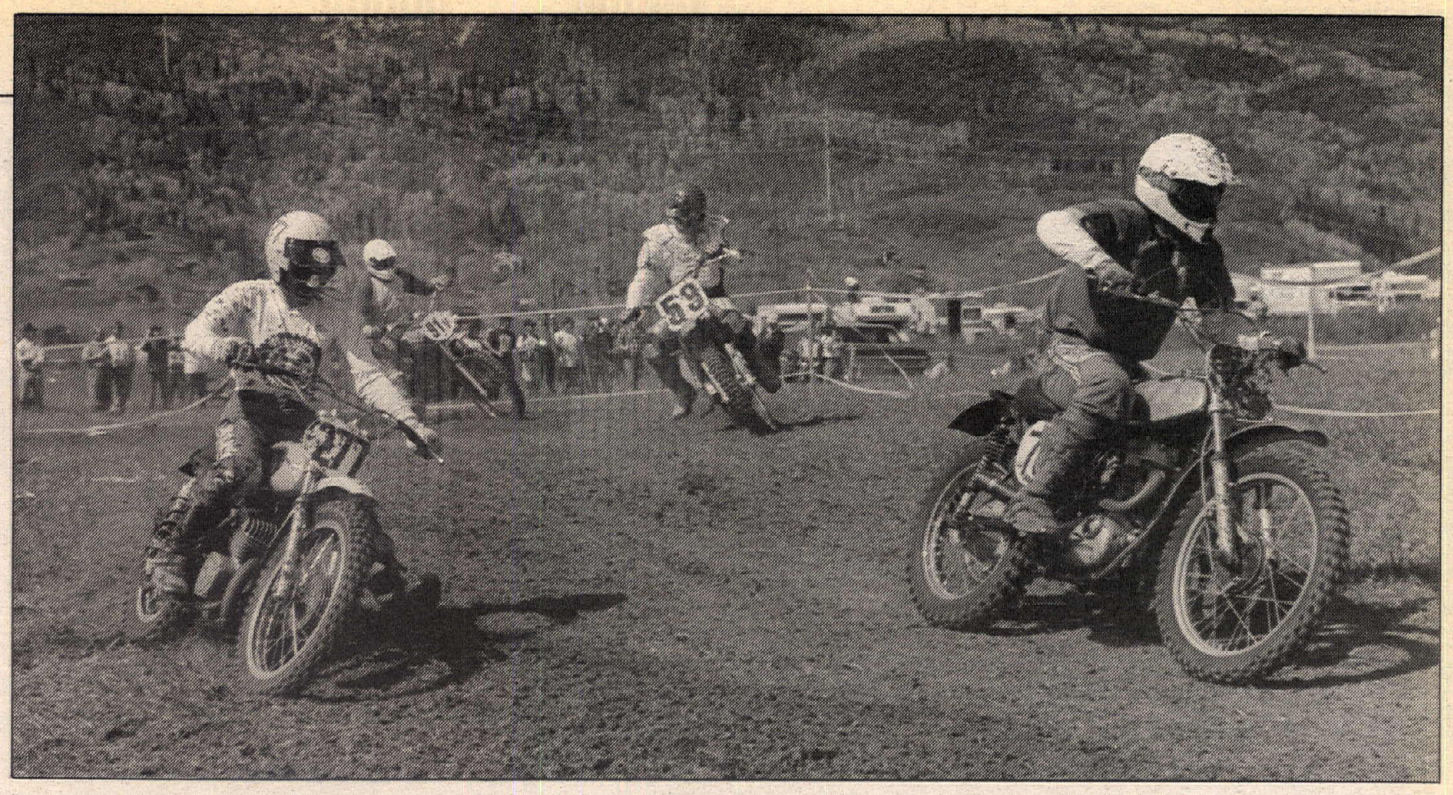
"I had a scary moment in the first Premier Lightweight moto, when my fuel line vibrated off while I was leading," said Doughty, who hails from Fresno, California. "Luckily, only one guy got around me while I fixed it, and he wasn't in my class. I didn't ride as many classes as Barry (Higgins) because I wanted to concentrate on the ones where I still needed to clinch the championships. I was a little nervous this morning, but it sure feels good now!"

### Vintage road race

The BMW Classic Cup Vintage Road Race has consistently been one of the most popular events for spectators at Steamboat Motorcycle Week and like the other competitions, rider attendance was up from last year, with a total of 220 entries. A good number of fans watched the action from balconies of the many condominiums that line the course, while others chose to bring out the lawn chairs and watch from up-close.

The 1.8-mile, nine-turn circuit twists through the streets of Steamboat Springs. Unfortunately, some of the very same aspects that make the course so great for spectating also made it somewhat dangerous compared to normal road circuits. Trees, curbs and other obstacles lined the track at several points, but most riders felt that organizers did a good job using hay bales to make conditions as safe as possible.

The unpredictable Colorado weather again struck when rain began to fall as the riders gathered for Saturday morning's riders' meeting. The precipitation continued for the first half of the day, but the sky cleared in the afternoon for the last few classes. Traction was hard to come by on the wet pavement, and a few riders went down while braking for the turns.



Motocrossers competed on a natural grass track at the edge of town. The morning motos featured moist conditions.

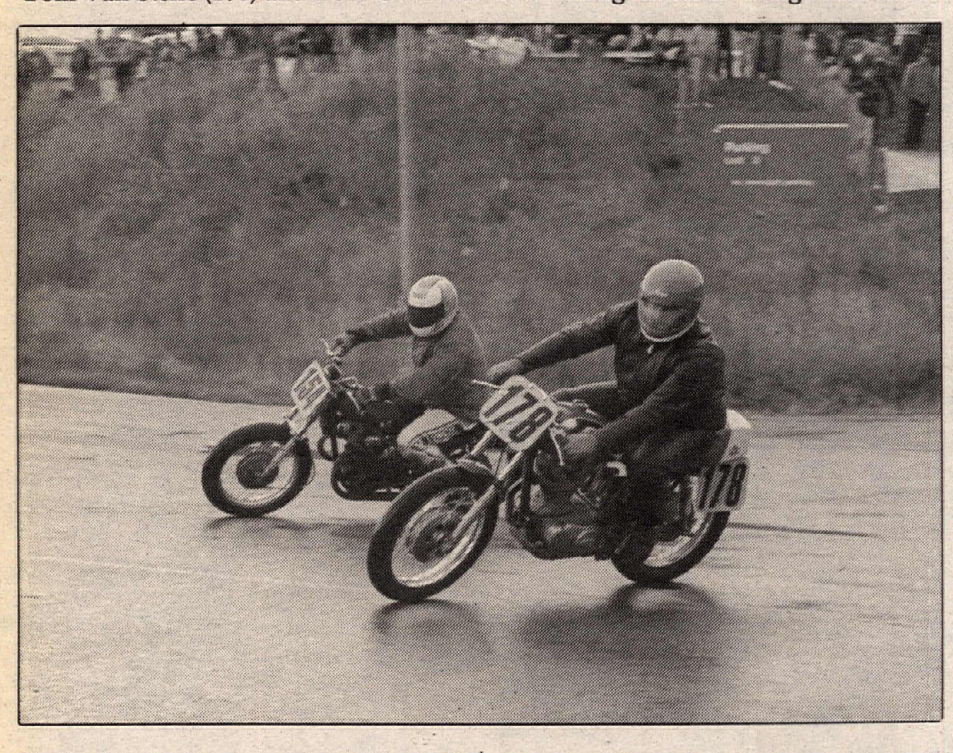
The scenic nine-section trials loop was laid out at the base of a ski jump.

# EVENT Steamboat Motorcycle Week

Because of large rider turnout, officials combined several classes into the same motos and released the riders in separate waves.

Some riders had so much fun that the competition became secondary.

Tom Van Stelle (178) and Tom Grimmel diced during the slick vintage road races.



Rick Doughty clinched his third and fourth MX class titles of the season.

Surprisingly, one of the closest races of the day came in the Class C race, which fielded bikes even older than most normal vintage machines. Ozzie Auer pulled the holeshot on his 1939 BMW R51SS, but Blake Wilson and Butch Baer both passed him on lap one. Baer held off Wilson's Indian for three of the race's six laps before surrendering the lead in the turn-one hairpin. Baer grabbed the lead back on the following downhill however, and led for the final two laps. As the riders approached the finish line, Wilson pulled up along-side Baer's 1926 Indian in an attempt to steal the win, but Baer crossed the line first by mere inches.

"I just had a great time," said the veteran Baer, who drove all the way from Massachusetts. "I don't think I've ever had that much fun in a race. I just owned the track out there; that's all there is to it."

The two riders battled again in the Pre-'40 class, and Wilson redeemed himself with a win over Baer.

After Steamboat master Dave Roper went down and wrenched his knee in the morning practice session, some wondered if he would be able to race in the eight-lap 350cc GP race. New York's Roper had a good shot at the class championship, but needed a couple valuable points to lock up the title. He showed up on the line ready for battle, but was mired in the pack as they entered turn one off the start.

Craig McLean led for the first few laps on his Harley-Davidson 250cc, while Roper slowly pushed his AJS through the pack.

Hap Jones/J.H. Davis Attorney-sponsored Michael Green pulled up behind McLean on lap two, passing him for the lead one lap later. With two laps remaining, Roper moved into second, but Green had a comfortable advantage and held on for the win.

"I had a feeling it would rain, so I made some changes with the gearing and tire pressure," said Green. "As usual at Steamboat Springs, my main goal was to beat Roper. We both got pretty bad starts, but once I got in front, I just tried to put as much distance as possible between us. With the rain and all, I just concentrated on staying consistent."

Green also took home top honors in the 250cc GP class.

Roper's second-place finish in the 350cc GP was good enough to score him the points he needed to lock up the class championship.

"It (the knee) hurts quite a bit, but I don't think it was that much of a factor during the race," said Roper.

Roper in fact felt good enough to compete in and win the 500cc Premier class, despite the fact that he had already clinched the series title in that division. At the evening's award ceremony, though, Roper could barely walk up to receive his plaques.

Another tight battle came in the Formula GP Open class, the last race of the day. With the sun out and the track dried off, riders were able to hang it out a little bit farther than those in the morning classes. Air-Tech/Lemon Grove Cycle Supply-backed Anthony Morrison pulled the holeshot aboard his Ducati and immediately began to pull away. While Morrison cruised up front for what looked to be an easy win, Rick Doughty and Randy Bradesku diced for second place. Bradesku got by Doughty before lap two of the eight-lap race, but leaned his BMW over too far as he entered turn two. The horizontally-mounted right cylinder of Bradesku's BMW scraped the pavement, and his bike pitched him off and went coasting, riderless, off the course.

Meanwhile, Pete Watson was recovering from a poor start and pushed his BMW into second behind Badesku by lap five. Watson slowly began to erase what had been a five-second deficit, closing up to Morrison's rear wheel with two laps remaining. Watson tried everything to get by Morrison, at one point pulling up even with the leader in a turn, but Morrison held him off for the win.

"I drove out from San Diego, but when it started raining, I told my girlfriend 'I'm not going to race; it's too dangerous,'" said Morrison. "Then it cleared up and it was great. When Watson pulled up beside me in the apex of that turn, I knew I had more clearance than him, so I just left it on longer."

"Oh man, I didn't know Morrison was in first," said Watson. "I got a terrible start and just reeled everyone in, so I figured I was only about fourth or fifth. I showed him my front wheel a couple of times, but I had to be careful with my cylinder. I might have hung it out a little further if I'd known he was in the lead, though."

Morrison was a two-class winner, as he also topped the Formula 750 race.

### MRA road race

On the final day of the week's activities, the MRA sprint road races were held on the same street course as the previous day's vintage race. Sunny weather lasted throughout the day, a fact which combined with the higher technology of the contemporary machines, brought the average lap times down.

Competing aboard Kenny Roberts Jr.'s Wayne Rainey Racing Team Yamaha TZ250 and his own Yamaha FZR1000, Don Hough won three classes and set a new record lap-time of one minute, 24.73 seconds, almost four seconds faster than the previous mark. Despite his impressive performances, Hough gave the impression that he could have ridden even faster had he needed to.

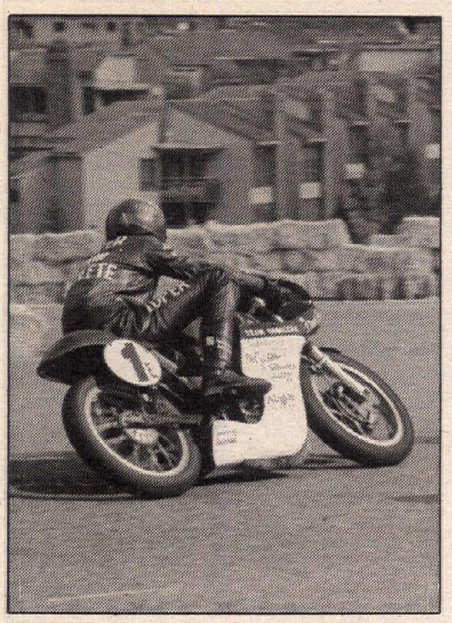
"It's a street course, so you can't push it too hard," said Hough. "You just have to take it easy, or you'll wind up in a parking garage or something. I just rode consistently."

In the Race of the Rockies GTO class, MRA's premier division, Hough charged off the line in second, but immediately moved into the lead of the scheduled 12-lap race. Robert Wright took up the second-place spot, but Hough's pace was too much for him to handle. By the midpoint of the race, Hough had stretched his lead over Wright to more than half a minute.

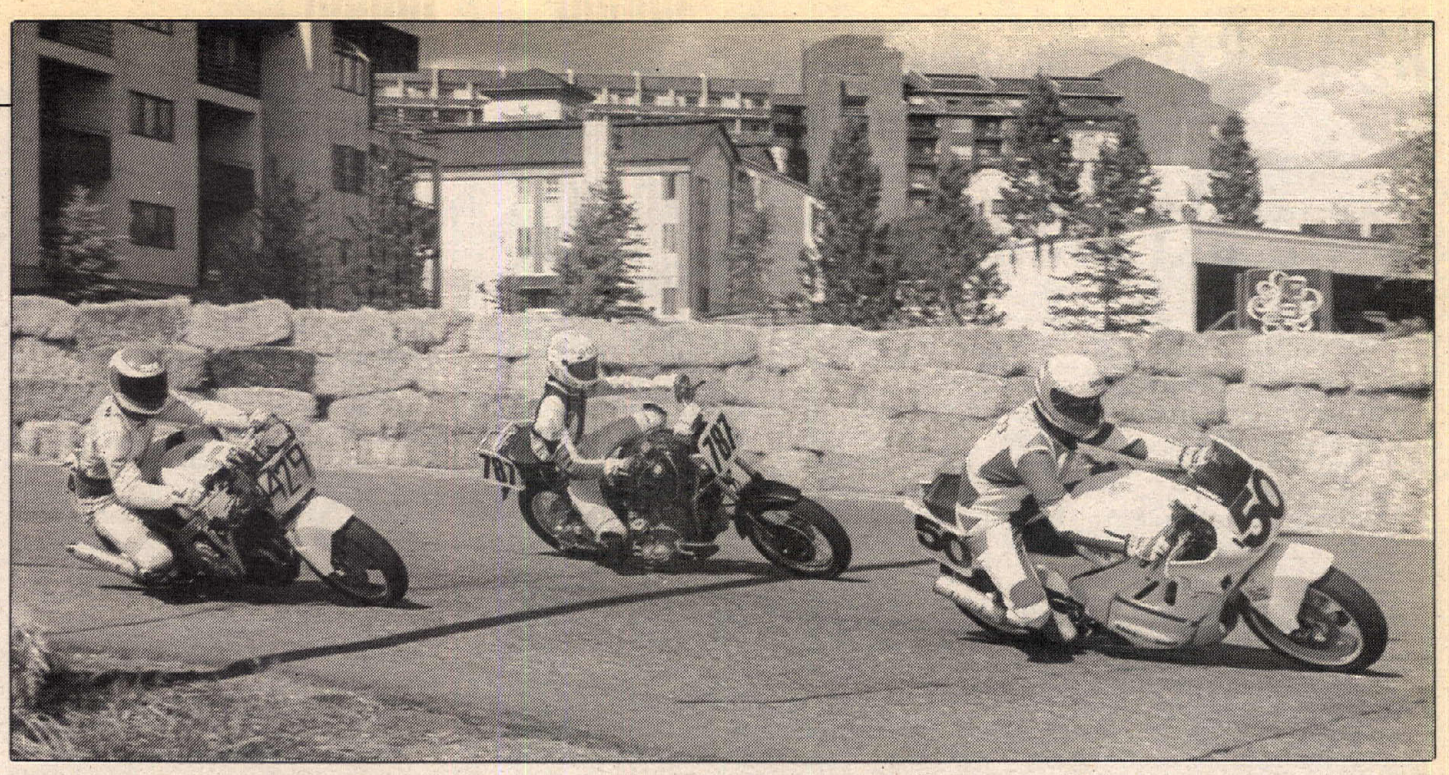
With Dan Turner taking up the third spot, the top positions were set until the penultimate circuit, when the race was red-flagged in order to allow the ambulance access to a fallen rider.

Another of Hough's wins came in the Formula Colorado race, a division that featured a wide array of smaller-displacement bikes. It was in this class that Hough rode the borrowed TZ, and again, he led for almost the entire eight-lap race. While Hough cruised up front, Kelly Newman passed John Hjelm for second on lap two, and maintained his position to the finish.

Hough earned his third win in the Unlimited Superbike class, which was



Riding with an injured knee, Dave Roper topped the 500cc Premier class.



The road-race course wound through the streets of Steamboat Springs, allowing ample opportunity for spectating.

also cut one lap short to allow the ambulance onto the track.

The only other rider to score wins in three classes was Kurt Dimick, another Yamaha pilot.

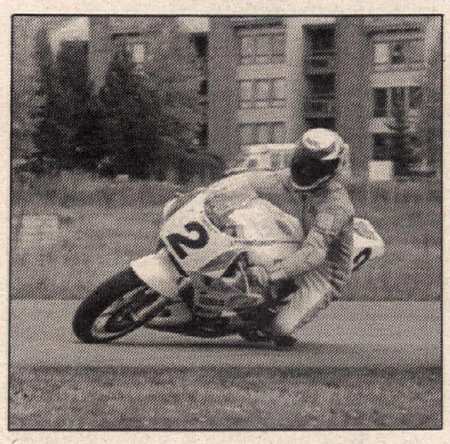
Dimick's most impressive victory came in the eight-lap Open Superbike class. Dimick got a poor start and was in fifth place on lap three. Just three laps later, Dimick had moved past Rod Brueske for the lead, and he then pulled away to the win. Aaron Merriman also worked up from a bad start to finish second.

Yamaha-pilot Merrimen finished runner-up in each of the three races that Hough won.

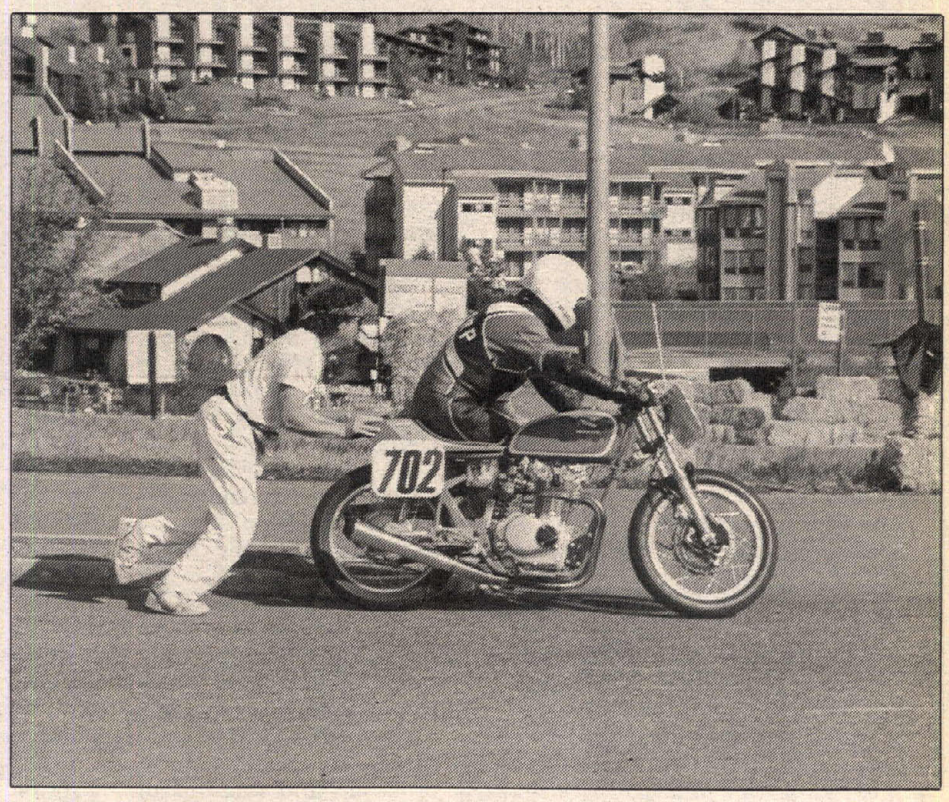
"I needed a new rear tire, but I didn't realize how bad it was," said Merriman. "It was definitely a dangerous track, but they did the best they could under the circumstances, and it was fun."

Dimick scored his other two wins in the Race of the Rockies GTU and Middleweight Superbike classes. CN

Don Hough won three classes during the final day's MRA road races.



While many vintage bikes were perfectly restored, some were a little reluctant to start.



## Results

**DIRT TRACK**

**MDRN VINT 250:** 1. Jim Lorington (Yam); 2. Frank Hardman (Yam); 3. John McClelland (Yam).

**MDRN VINT 600:** 1. Norm Lehfeldt (BSA); 2. Beno Rodi; 3. Bob Braunreuter (Yam).

**MDRN VINT OPEN:** 1. P. Hanford; 2. Barry Higgins (Mai); 3. Gary Brennan (Hon).

**PRE '51 DINO:** 1. Beno Rodi (RE); 2. Steve Coe (H-D); 3. Doc Batsler (Ind).

**PRE '67 CLSC 250:** 1. Dan Deubler (Bul); 2. Bill Anderson (H-D).

**PRE '67 CLSC 750:** 1. Lee Parker (BSA); 2. Jim Holbrook (AJS); 3. Richard Martin (BSA).

**KNBIE L/W:** 1. Gary Tucker (Can); 2. Jim Lorington (Yam); 3. Frank Hardman (Yam); 4. Geoff Eldridge (Yam); 5. Bruce Hays (Hon).

**KNBIE H/W:** 1. Rick Doughty (Ric); 2. Barry Higgins (BSA); 3. David Boydsten (Bul); 4. Frank Hardman (Yam); 5. Craig Harradine (Suz).

**TT**

**MDRN VINT 250:** 1. Mark Andrews (Hon); 2. Jim Lovington (Yam); 3. Sonny Anderson (Grv).

**MDRN VINT 600:** 1. Paul Shoen (BSA); 2. Bill Lupton (BSA); 3. Dan Maloney (Hon).

**MDRN VINT OPEN:** 1. David Dewoina (Ric); 2. Lee Parker (BSA); 3. Ryan Stewart (BSA); 4. John McClelland (Yam); 5. Doug Stewart (Tri).

**PRE '67 CLSC:** 1. Norm Francis (Ric); 2. Terry Pratt (BSA); 3. Beno Rodi (Ind).

**PRE '51 DINO:** 1. Beno Rodi (RE); 2. Steve Coe (H-D); 3. Doc Batsleer (Ind).

**KNBIE L/W:** 1. Geoff Eldridge (Yam); 2. Gary Tucker (Hus); 3. Bruce Hays (Hon).

**KNBIE H/W:** 1. Rick Doughty (Ric); 2. Gary Tucker; David Boydstun (Bul).

**TRIALS**

**MDRN CLSC A:** 1. Dennis Davis (Bul); 2. Thomas Headwall; 3. Ron Anderson.

**MDRN CLSC B:** Eric Kraft (Mon); 2. John McLellan Jr.; 3. Don Schlauturann (Hon); 4. Darrel Johnson; 5. Gary Tucker.

**MDRN CLSC C:** 1. Geoff Eldridge (Hon); 2. Mel Hefran (Oss); 3. Bruce Hays; 4. Bill West; Bill Moore.

**MDRN CLSC CLBMN:** 1. James Smith (Can).

**SPTMN H/W CLBMN:** 1. Beno Rodi; 2. Jim Holbrook.

**MDRN CLSC D:** 1. Phil Grundy (Kaw).

**BRIT CLSC B:** 1. Rich Baulch (Wsl); Paul Duchane.

**PREM H/W A:** 1. Barry Higgins (BSA); 2. Beno Rodi; 3. Darrel Johnson.

**PREM L/W MSTR:** 1. Derrick Belvoir; 2. Bob Capistrant.

**PREM L/W A:** 1. Matt Hilgenberg (Tri).

**PREM L/W B:** 1. Sonny Anderson (Grv); 2. Rob Stickler (Tri); 3. Jim Camron (BSA).

**PREM L/W C:** 1. Van Waldbridge.

**JR:** 1. Bucky Martin.

**PREM H/W SPTMN MSTR:** 1. John Penner (BSA).

**CLBMN B:** 1. Phil Hanford (CCM).

**RIGID H/W A:** 1. Steve Martin.

**RIGID L/W A:** 1. Duncan Wright.

**WOM B:** 1. Chris Makynen (Can).

**WOM C:** 1. Barbara DonCarlos.

**MOTOCROSS**

**SPTMN 125 NOV:** 1. Howard Bennett (Suz); 2. John McNees (Tri); 3. Joe Newman (Hon); 4. Skip Osborne (Yam); 5. Paul Shoen (Tri).

**SPTMN 125 EX:** 1. Davey Stewart (Hon); 2. Joe Busby (Hon); 3. Greg Bastek (Hon); 4. Paul Burnett (Hon).

**PREM L/W NOV:** 1. Harry Higgins (BSA); 2. Ginger Hilgenberg (Tri).

**PREM L/W AM I:** 1. Allen Wenzell (Dot); 2. Michael Green (BSA); 3. Dan Vitalehi (Grv); 4. Duncan Wright (BSA); 5. Rob Stickler (Mat).

**PREM L/W AM II:** 1. Robert Poole (BSA); 2. James Jenny (Mon).

**PREM L/W NOV:** 1. Quincy Britt (Oss); 2. Harry Higgins (BSA).

**PREM L/W EX:** 1. Rick Doughty (Ric); 2. Barry Higgins (BSA).

**SPTMN 250 NOV:** 1. Jim Forington (Yam); 2. Gayland Bennett (Hon); 3. Eric Kraft (Mon); 4. John McNees (Ric); 5. Jim Surber (Yam).

**SPTMN 250 AM:** 1. Rick Fisher (Hus); 2. Dale Klingensmith (Hon); 3. Robert Leimenstoll (Yam); 4. Mike Hance (Yam); 5. Gary Gibbs (Oss).

**SPTMN 250 EX:** 1. Gary Tucker (Can); 2. Graham Barber (Hon); 3. Kelly Owen (Hon); 4. Greg Bastek (Hon); 5. John Hjelm (Hus).

**SPTMN 500 NOV:** 1. Richard Van Stelle (Duc); 2. Skip Osborne (Yam); 3. David Van Stelle (Duc); 4. Tom Kennedy (Hus); 5. Quincy Britt (Kaw).

**SPTMN 500 AM:** 1. Rick Oestricher (Kaw); 2. John Hanford (BSA); 3. Jim Sinclair (BSA); 4. Jon Jordan (Yam).

**SPTMN 500 EX:** 1. Barry Higgins (KTM); 2. Gary Tucker (Hus); 3. Gary June.

**500 PREM AM I:** 1. Jeff Elings; 2. John Ford.

**500 PREM AM II:** 1. Jack Surber; 2. Virgil Elings (Duc); 3. Dan Vitaletti.

**500 PREM EX I:** 1. Matt Hilgenberg

**500 PREM EX II:** 1. David Boydstun; 2. Norm Francis.

**SPTMN OPEN TWN AM:** 1. David Dewoina (Ric); 2. Edgar Phipps (Hon); 3. Rod Whitcher (Tri); 4. Rod Schrage (Tri); 5. Marsh Runyun (H-D).

**SPTMN OPEN TWN EX:** 1. Rick Doughty (Ric); 2. Mike Haney (Tri); 3. Beno Rodi (Nor); 4. John Scott (BSA).

**PLUS-30 NOV:** 1. Eric Kraft (Mon); 2. Jim Farrington (Yam); 3. Gayland Bennett (Hon); 4. Roger Norris (Mai); 5. Mark Sanders (Hon).

**PLUS-30 AM:** 1. Frank Hardman (Suz); 2. Dale Klingensmith (Hon); 3. Rick Baulch (Pen); 4. Rick Gestreimber (Kaw); 5. Robert Leimenstoll (Yam).

**PLUS-30 EX:** 1. Gary Tucker (Can); 2. Barry Higgins (KTM); 3. Terry Kyle (Suz); 4. Gary Jump (Hus); 5. Geoff Eldridge (Yam).

**PLUS-40 NOV:** 1. Howard Bennett (Suz); 2. Alan Davis (Suz); 3. Robert Trueworthy (Bul); 4. Joe Linza (Rok); 5. Chris Webb (CZ).

**PLUS-40 AM:** 1. Robert Poole (BSA); 2. John Burtalan (Hon); 3. Mark McDonald; 4. Bob Capistrant (Mai); 5. Tony Moseley (Kaw).

**PLUS-40 EX:** 1. Barry Higgins (KTM); 2. Phil Hanford (CCM); 3. Geoff Eldridge (Yam); 4. Jim McClinton (CCM); 5. Randy Hanson (Hus).

**PLUS-50 NOV:** 1. Johnny Newman (Hon); 2. Ralph Porzelt (Hon); 3. R.Q. Old (Mai); 4. David Ezell (CZ); 5. Harry Higgins (BSA).

**PLUS-50 INT:** 1. Robert Hayes (Hon); 2. Sonny Anderson (Grv); 3. Chip Kunty (Hus); 4. Tony Belcher (CZ); 5. Al Hjelm (Hus).

**PLUS-50 EX:** 1. John Geer (BSA); 2. Dick Stidham (Yam).

**WOM:** 1. Jann Nessnock (Bul); 2. Christy Einboden (Hon); 3. Deborah Poole (CZ); 4. Kathy Gregorich (Hon); 5. Karen Hargood (Hon).

**VINTAGE ROAD RACE**

**200 GP:** 1. Sven Bley (Bul); 2. Gordon Pulis (Mai); 3. Chris Lacruze (Bul); 4. Byron Blend; 5. John Hjelm (Hod).

**250 GP:** 1. Michael Green; 2. Doug Pedrick; 3. Chris LaCruze; 4. Craig Breckon; 5. Byron Blend.

**350 GP:** 1. Michael Green (Duc); 2. David Roper (AJS); 3. Edward LaCruze (Duc); 4. Bill Anderson (H-D); 5. Lee Robison (Bul).

**PRE '40:** 1. Blake Wilson (Ind); 2. Butch Baer (Ind); 3. Ozzie Auer (BMW); 4. Erich Bley (BMW); 5. Steve Coe (H-D).

**CLASS C:** 1. Butch Baer (Ind); 2. Blake Wilson (Ind); 3. Erich Bley (BMW); 4. Gordon Menzie (Tri); 5. Fred Mork (Nor).

**F-GP L/W:** 1. Keith Gonyou; 2. Henry Syphers; 3. John Haverbusch;

**F-GP H/W:** 1. Henry Syphers (Suz); 2. Norbert Nickel (Yam); 3. Tom Robertson (Hon); 4. John M. Louck (JML); 5. Bill Murar.

**F-GP OPEN:** 1. Anthony Morrison (Duc); 2. Pete Watson (BMW); 3. Rick Doughty (Hon); 4. Cal Lewis (Nor); 5. David Dickerson (BSA).

**F-750:** 1. Tony Morrison (Yam); 2. Robert Goodpastor (Nor); 3. Pat Conroy (H-D); 4. Michael Haracourt (Tri); 5. Gary Slabaugh (Nor).

**350 SPTMN:** 1. Tom Antor (Duc); 2. Tim Sheedy (Hon); 3. Tim Van Stelle (Duc); 4. Tom Grimmel; 5. Dave Anderson (Hon).

**750 SPTMN:** 1. Randy Bradesku (BMW); 2. Peter Watson (BMW); 3. Craig Skinner (Tri); 4. Keith Martin (Tri); 5. Edward Seeber (Yam).

**500 PREM:** 1. David Roper (AJS); 2. Craig McLean (H-D); 3. J.T. Terry (Hon); 4. Rick Doughty (Hon); 5. Michael Green (BMW).

**500 SPTMN:** 1. Ralph Auer (BMW); 2. Paul Shoen (BSA); 3. Tom Grimmel (Hon); 4. Tim Stancill (Hon); 5. David Van Stelle (Hon).

**CLSC '60:** 1. Stephen Mathews (Mat); 2. Tim Stancill (BSA); 3. Rod Lighthouse (Vel); 4. Rusty Lowry (H-D); 5. Bob Bulmer (BSA).

**MODERN ROAD RACE**

**NOV GTO:** 1. Dave Saba (Kaw); 2. Richard Thornton (Suz); 3. Mark Kitter (Suz); 4. Mark Lanberger (Kaw); 5. Steve Walker (Kaw).

**NOV GTU:** 1. Josh Graham (Kaw); 2. David Loken (Yam); 3. Chris Clark (Yam); 4. Randy Stevenson (Yam); 5. Keven Kowalchuck (Yam).

**AM GTO:** 1. Scott Kittenger (Suz); 2. Dave Saba (Kaw); 3. Doug Lyle (Suz); 4. Richard Thornton (Kaw); 5. Scott Bailey (Suz).

**AM GTU:** 1. Josh Graham (Kaw); 2. Jeff Yekel (Yam); 3. Vern Bundy (Hon); 4. Randy Stevenson (Yam); 5. Chris Clark (Yam).

**MDRN VINT GTU:** 1. Jim Forington (Yam); 2. Greg Kochiss (Yam); 3. Dan Elders (Yam); 4. Sean Balaun (Yam); 5. Quinn Swift (Yam).

**L/W S/B:** 1. Vern Bundy (Hon); 2. Mark Erickson; 3. Jim Furington (Yam); 4. Geoff Cesmat (Kaw); 5. Scott Elledge (Yam).

**M/W S/B:** 1. Kurt Dimick (Yam); 2. Aaron Merriman (Yam); 3. Damon Carr (Hon); 4. Robin Holiday (Hon); 5. Terry Harnish (Kaw).

**H/W S/B:** 1. Kurt Dimick (Yam); 2. Aaron Merriman (Yam); 3. Terry Harnish (Kaw); 4. Jon Terry (Suz); 5. Rick Orlando (Kaw).

**U/L S/B:** 1. Don Hough (Yam); 2. Jason Curran (Yam); 3. Shane Turpin (Yam); 4. Scott Blow (Hon); 5. David Gurtler (Hod).

**F-COL:** 1. Don Hough (Yam); 2. Kelly Newman (Yam); 3. Rod Brueske (Yam); 4. Mark Erickson; 5. John Hjelm (Kaw).

**F-125:** 1. Sven Bley (Hon); 2. Ray Rossi (Hon); 3. John Hjelm (BAS); 4. James Todd Edwards (Hod).

**M/W S/SPT:** 1. Robin Holiday (Hon); 2. Bobby Miosek (Yam); 3. Tony Johnson (Hon); 4. Robert Wright (Suz); 5. Damon Carr (Hon).

**H/W S/SPT:** 1. Robert Wright (Suz); 2. Robin Holiday (Hon); 3. Randy Kirschbaum (Suz); 4. Dennie Burke (Suz); 5. Tony Johnson (Hon).

**U/L S/SPT:** 1. Robert Wright (Suz); 2. Dan Turner (Suz); 3. Dennie Burke (Suz); 4. Shane Turpin (Hon); 5. Tony Johnson (Hon).

**RACE OF ROCKIES GTO:** 1. Don Hough (Yam); 2. Robert Wright (Suz); 2. Robert Wright (Suz); 3. Dan Turner (Suz); 4. Shane Turpin (Hon); 5. Jason Curran (Yam).

**RACE OF ROCKIES GTU:** 1. Kurt Dimick (Yam); 2. Aaron Merriman (Yam); 3. Robin Holiday (Hon); 4. Terry Harnish (Kaw); 5. Bobby Miosek (Yam).

# Kawasaki France tops Bol d'Or

By Gary Pinchin

PAUL RICARD, FRANCE, SEPT. 20

England's Carl Fogarty and Terry Rymer won their third straight World Championship 24-hour race for Kawasaki France, this time teamed with fellow Brit Steve Hislop at the Bol d'Or, held at the Paul Ricard Circuit in the south of France.

They dominated the entire weekend, setting pole time and leading from the end of the first lap right until 2:08 p.m. when the race was red-flagged as spectators swarmed onto the track in typical Bol d'Or fashion, almost 50 minutes before the scheduled finish.

It was a convincing one-two for Kawasaki with the team of defending series champ Alex Vieira, Jean-Louis Battistini and Jehan d'Orgeix finishing five laps adrift of the sister bike after an oil leak early Sunday morning and a minor overheating problem slowed them.

The World Championship looks set to go to one or both of the Brits, but it is still not clinched. Rymer and Fogarty have a 34-point lead over Suzuki privateer Michel Graziano and there are 40 points up for grabs with two "sprint" races left in Malaysia and Australia.

Graziano raced to fourth place in the Bol on the Team 72/Cassegrain Motos Suzuki. His teammates were none other than Canadian Mario DuHamel, elder brother of Grand Prix star Miguel, and top class Belgian Michel Simeon.

The factory Suzuki threat failed to materialize when they retired early in the third hour with a suspected main bearing failure. The Suzuki retirement was just one in an incident packed first three hours which was punctuated by a series of engine failures and crashes.

### Qualifying

Qualifying showed the Kawasakis to be fast while the sole works Suzuki appeared to have the better handling. Fogarty grabbed pole with a two-minute, 00.02-second lap from Herve Moineau, who was fastest of the three Suzuki riders with a 2:00.17 and he topped the early morning warm-up with a 2:02.75.

Third fastest was Vieira with a 2:00.78. The quickest non-factory bike was the semi-works Godier Genoud ZXR750 of Denis Bonoris, Christophe Mouzin and Patrick Lelan, then came the Finacor Yamaha, while the best Honda was the National Motos RC30 of Guy Bertin, Adrien Morillas and Arnaud De Puniet. Sixty-nine riders qualified for the race.

The Cassegrain Suzuki qualified 11th with a new water-cooled bike replacing the old air-cooled GSXR. DuHamel/Simeon/Perrin raced to fifth at Le Mans and DuHamel/Simeon/Graziano took fourth on at Spa. Graziano was drafted into the factory Suzuki team at Le Mans, replacing the injured Patrick Igoa.

DuHamel was delighted with the new bike: "The motor makes a little more horsepower, but the handling is a lot better," he said.

### Race

At precisely three-o'clock on Saturday afternoon, the 56th Bol d'Or, watched by 80,000 fans, got underway with Guy Bertin out-sprinting the factory riders across the track and immediately taking the lead with his National Motos Honda.

But it was short-lived. In the final turn of the first lap, Fogarty dived under the Honda to snatch the first-lap lead. Before the race Fogarty had vowed: "I shall try and get the lead right from the start — and if I don't get away well, I aim to push as hard as I can to get in front and build a lead."

That he certainly did. Moineau kept him at bay for three laps while Fogarty dragged him clear of the pack, but on the fourth lap the British rider cut loose and built himself a two-second cushion in one 3.6-mile lap.

Vieira, on the other Kawasaki France ZXR-7, had made a sluggish start, but once he had gotten by Bertin, he set off after Moineau, nailing him on the ninth lap.

Bertin slid backwards into a fantastic scrap with the Godier Genoud Kawasaki of Bonoris, the two swapping places every lap and Bertin giving teasing "come and get me" glances over his shoulder each lap he led in front of the pits.

In sixth during the early laps, Nicotte on the Chomat Honda was ahead of Mattioli on the Finacor Yamaha from the Gudit Honda of Serge David, J-L Romanens and Dieter Heinen.

The first round of scheduled pit stops was just coming up, in fact Fogarty had been in and handed over to Rymer, when the pace car came out for the first time.

Mattioli had crashed heavily at the end of the Mistral Straight in the high speed right-hander (130 mph plus) called Signes. Peter Linden, running just behind him on the Moto Sport Courneuview 9 Honda, saw everything: "It looked like his brake caliper broke up and smashed up the rotor. I tried to get alongside him and warn him but didn't make it and when he got to the corner he had no brakes."

Mattioli's bike also lubricated a large portion of the track with oil when parts of the rotor flew off and punctured the sump pan. The pace car was out from 3:44 p.m. until 4:10 p.m., yet with slick pit work, Bonhuil took the Finacor OW back out onto the track before the pace car was brought in.

When racing resumed, Battistini led initially, and nearly highsided in the second to last corner, a left-hander — the very first lap after the pace car had pulled off. That incident let Rymer close him down and, a lap later, the Brit was back in front and pulling clear at almost a second a lap.

Just before the second hour, Lavielle brought the factory Suzuki in with a major engine problem. The team started a fruitless stripdown of the water-cooled motor, but were listed among the "abandons" at 5:09 p.m. with a suspected main bearing failure.

Only a little over two hours of the race was complete and the race between the factory teams was over.

At the same time Suzuki announced their withdrawl from the race, there was more drama on the track as Californian Doug Toland crashed in the final turn. He was unhurt but the bike was damaged (mainly cosmetics). Repairs took over half an hour and they dropped from sixth, three laps adrift of the leading Kawasaki, to 56th overall, 20 laps behind the leaders.

At 6 p.m., the British riders on the Kawasaki France machine had almost a minute on the all-French crewed sister ZXR. The Godier Genoud Kawasaki was up to third, two laps adrift but having passed the Chomat Honda of Nicotte/Lovichi/Mouchet. The latter was on the same lap and under pressure from the National Motos Honda of Bertin, but the race was one of attrition with many crashes and engine failures during the hot early pace. With so many crashes and subsequent debris there were also a number of flat tires.

As Rymer prepared for his stint to take him into the fourth hour he explained his strategy: "Even though the Suzuki is out we can't relax yet. There's still a long way to go and we want to put at least a lap on Vieira," said Rymer. "So I'm going to try and cut some fast laps in my session and build a lead on Battistini."

The fourth placed Chomat Honda dropped to 33rd in the fourth hour when Mouchet crashed. They lost nine laps effecting repairs.

At 6:45 p.m., Mattioli pushed back into the pit lane with the Finacor Yamaha, yet again. This time it was the last. The bike was parked with a suspected connecting rod failure. Yet another of the top teams was sidelined.

Up front, the Rymer Kawasaki continued to make the pace, eventually pulling one lap on the Vieira machine in the eighth hour and they went further ahead during another pace car situation during the 10th hour. Oil had been deposited when Corneuview 9 Honda, with Lussiana on board, blew in a big way in the first, fast left-hander, and Vieira's team dropped another lap trying to sneak a tire change under the yellow but mistimed badly as the pace car came back out before they got back on the track.

Rymer's lead however, was not without a scary moment. He had been having difficulty picking out his turn in points in the darker sections of the track and ran onto the rumble strip of the apex of Signes one lap.

"Someone must have clipped one of the track reflectors on the curbing because it wasn't there to use as a marker one lap. I tipped in a little too early and went over the curbing and got both wheels off the ground," said Rymer. "At what, 140 mph, that's no joke. I thought, this is goodbye folks, but somehow I stayed on!"

And perhaps all was not well with the leading Kawasaki. Hislop pitted at 1.37 a.m. to hand over to Fogarty and reported that the motor had lost its edge. "Early in the race I could easily pace Vieira's bike," said Hislop. "But it was not fast enough to keep with D'Orgeix in that session."

The Godier Genoud Kawaskai was running consistently in third with Bertin's National Motos Honda holding fourth despite a flat tire early on. The Cassegrain Suzuki held fifth two laps behind and then came the second National Motos Honda of Laglois/Briguet/Cazade in sixth.

Seventh was developing into a cracking battle with three teams on the same lap; the Van der Val Yamaha was ahead of the Gudit Honda and the Phase One Kawasaki, but just after the Dutch team showed their rider the one lap to go board before a refueling stop, the OW01 ran out of gas at post 26 and lost several laps pushing in. That dropped them two places.

At middle distance, at 3 a.m., Rymer had a two-lap lead over Vieira with the Godier Kawasaki third another seven laps back. Bertin was fourth, 12 laps off the leaders and another two laps back came the Cassegrain Suzuki of DuHamel.

The Van der Wal bike lost seven more laps just before dawn when it was involved in a six-bike crash on an oil slick. The oil was all around the track and three more bikes crashed in separate incidents bringing out the pace car. By the time the track was cleared, the sun was up and riders could see the cement dust marking the dangerous lines through the turns.

The race order status quo was maintained with Rymer picking up a couple more laps on their teammates and by morning they enjoyed a five-lap lead. Vieira lost the time when he was forced to pit with oil all over the bike. A possible cause was overfilling during the previous changeover.

At 9 a.m., the Godier bike went out with a broken cam chain which brought worried fans in the factory team pits and their riders were immediately instructed to start short shifting to preserve the motor.

Their fears worsened when the Vieira bike only did one lap after a 9:20 a.m. pit stop and came in with the temperature gauge beginning to creep up. The bottom half fairing was removed and fingers were crossed as the bike rejoined the race.

With the Godier team out, the National Motos Honda of Bertin was promoted to third place and the second National Motos entry was up to fourth having passed the Cassegrain Suzuki.

The Phase One Kawasaki was up to sixth, three laps up on the Gudit Honda which had lost time in the night with a minor oil leak.

After Hislop pitted, handing over to Fogarty with two and a half hours left, the Scot admitted: "I've been shifting at 11,000 (instead of 13,000 rpm plus) and I'm rolling off down the Mistral at 12,000. I've also been trying to run one gear higher through the turns to avoid shifting so much. The gearbox is worrying us — it's whining badly."

But the fears were unfounded as the race reached an early conclusion. Rymer/Fogarty/Hislop took the win, four laps ahead of their French teammates.

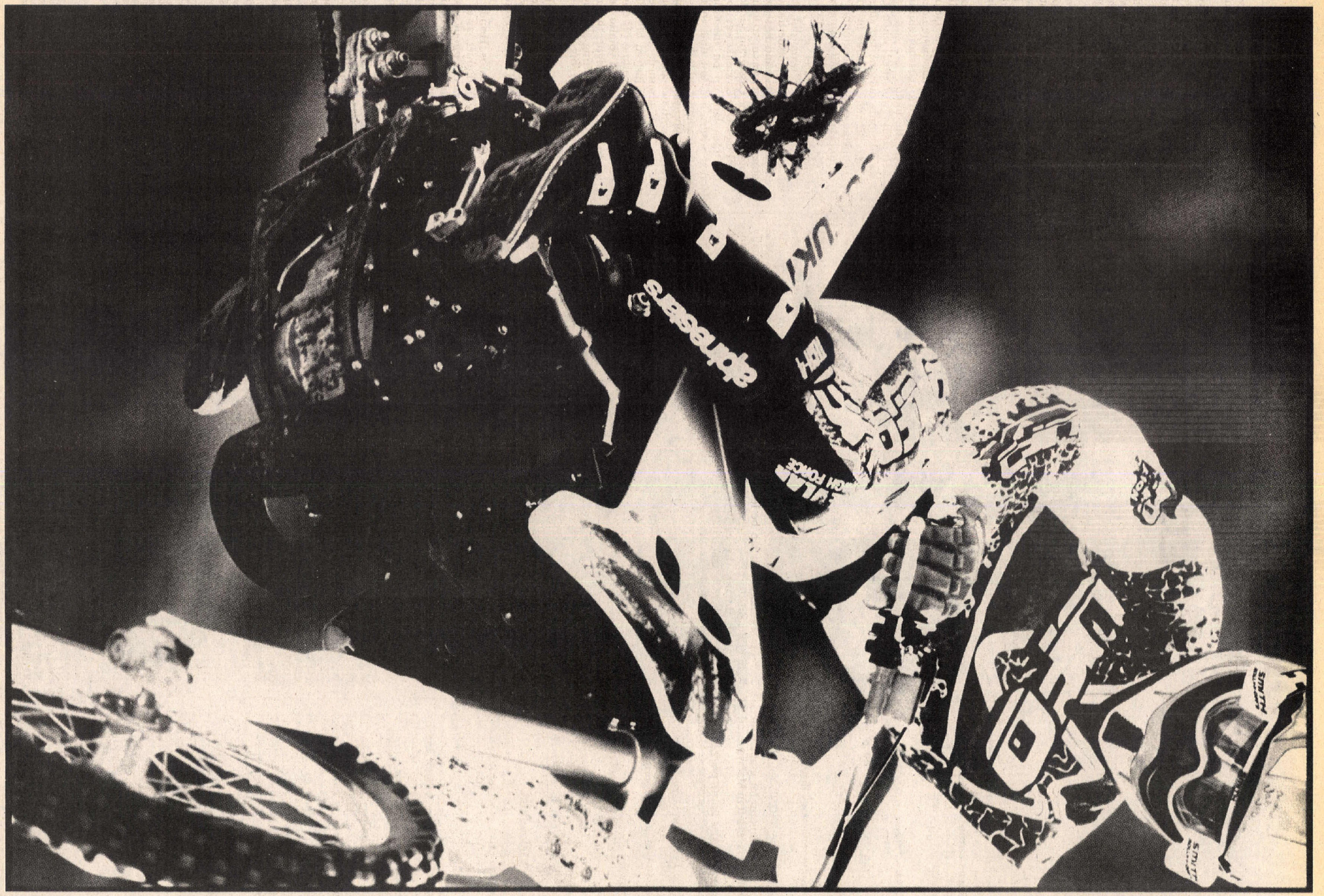
The National Motos Honda of Bertin/Morrilas/De Puniet, as at Le Mans, went all race without major problems to take third, 19 laps behind the winning Kawasaki. Michel Graziano/Mario DuHamel and Michel Simeon took fourth place, two laps further back to maintain Graziano's outside chance of the title.

"I really enjoyed the race." DuHamel said. It's great to be part of such a strong team. We lost a couple of minutes replacing a muffler and a couple more during a wheel change but otherwise the bike was great.

"I was having a lot of fun, getting the front end sliding around some. I was cutting two minute-fours in the race when we were under pressure from the number 15 Honda. The times were a couple of tenths of a second inside my qualifying time." CN

### Results

**BOL D'OR:** 1. Rymer/Fogarty/Hislop (Kaw); 2. Vieira/Battistini/D'Orgeiz (Kaw); 3. Bertin/Morillas/Depuniet (Hon); 4. Simeon/DuHamel/Graziano (Suz); 5. Langlois/Briguet/Cazade (Hon); 6. Linscott/Bateman/Manley (Kaw); 7. David/Romanens/Heinen (Hon); 8. Nicotte/Lovichi/Mounchet (Hon); 9. Soulon/Bronec/Buckmaster (Hon); 10. Millet/Colet/Planken (Yam).
**Time:** 23 hours, 8 min., 27.78 sec.
**Distance:** 635 laps, 2286 miles.
**Average Speed:** 99.237 mph.
**Margin of Victory:** 5 laps.
**WORLD C'SHIP POINT STANDINGS:** 1. (TIE) Carl Fogarty/Terry Rymer (120); 3. Michel Graziano (86); 4. (TIE) Mario DuHamel/Jehan D'Orgeix/Steve Hislop/Michel Simeon (74); 8. (TIE) Alex Vieira/Jean-Louis Battistini (68); 10. Bernard Soulon (52).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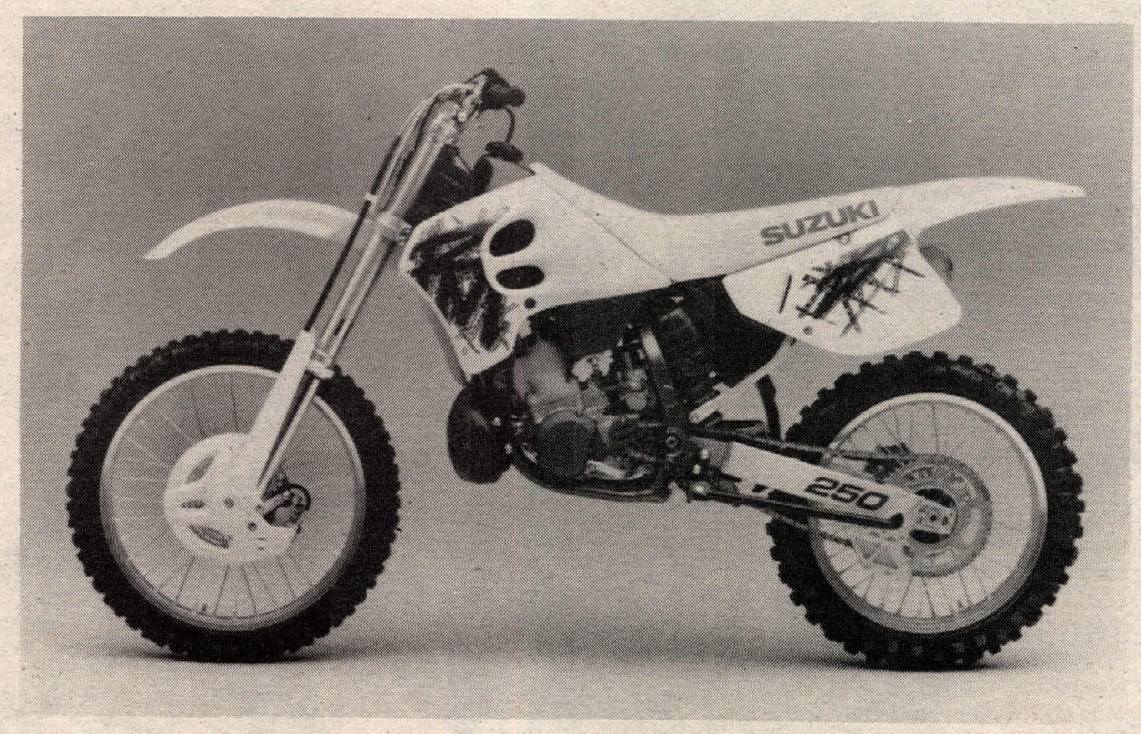


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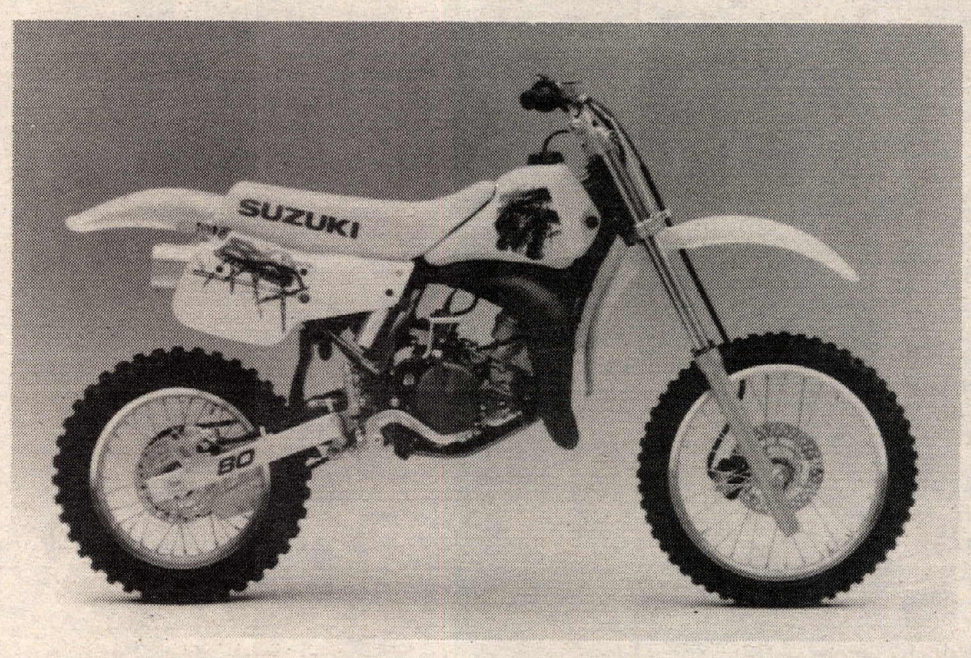


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# ROAD RACE Superprestigio International

**Loris Reggiani (13) leads Jochen Schmid (7), Loris Capirossi (4), Max Biaggi (5), P.F. Chili (3) and the rest of the field in one of the three Superprestigio legs.**

# Biaggi takes Jarama, barely

**By Paul Carruthers**

JARAMA, SPAIN, SEPT. 20

Massamiliano Biaggi by .112 of a second, Loris Reggiani by .716 of a second, Biaggi again by .160 of a second. Three 250cc Grands Prix in one? Well, it seemed like it as the top 250cc GP road racers in the world faced off in three, 12-lap sprint races in the Superprestigio, held at the Jarama circuit in the hills of central Spain.

When the points from the three races were tallied, it was Biaggi, the 21-year-old Italian sensation, taking the overall win on his Team Valesi Aprilia, via two wins and a fourth-place finish. German Jochen Schmid rode the sole factory Yamaha to a second place finish after tallying two seconds and a fourth, while Biaggi's Aprilia teammate Pier-Francesco Chili ended the day third with a second and two third place finishes.

Each race saw heated struggles from top to bottom, with the three 250cc races featuring a combined margin of victory of only .988-of-a-second. A loud and spirited crowd of 20,000 watched the races under sunny skies with temperatures hovering around the 80-degree mark.

And the American contingent? With no Americans competing in the 250cc Grands Prix since John Kocinski took the title in 1989, event promoter Solo Moto, the Spanish weekly motorcycle magazine, invited AMA 250cc National Champion Colin Edwards, and top series hopefuls Kenny Roberts Jr. and Chris D'Aluisio to represent the U.S. (See sidebar).

It didn't take long for the trio to realize that their Yamaha TZ250s weren't much of a threat to the factory Aprilias, kitted Honda RSs and the lone factory Yamaha belonging to Schmid. Still, the three soldiered on, with Otsuka Electronics-backed Roberts ending the day with the best results, 11th, 12th and eighth, for 12th overall.

Southwest Motorsports' D'Aluisio finished 13th overall, via 14th, 11th and 10th place finishes. His teammate, Edwards, the most highly touted of the three, had a rather dismal day. Edwards finished 12th in the first race and was battling with Roberts, D'Aluisio and Spaniard Oscar Sainz in the second race when Sainz rear-ended the Texan causing them both to crash; Sainz suffered a broken leg in the incident and underwent surgery on Sunday night. Edwards stalled his Yamaha at the start of the third leg, and pulled in when he discovered the TZ wasn't running properly; he was too far behind to make a difference anyway.

Rick Tripodi also made the trip to Spain, but the Canadian failed to qualify for the 36-rider field after struggling to set-up his borrowed Aprilia.

Second race winner Loris Reggiani, the runner-up in the 1992 250cc World Championship behind Luca Cadalora, ended his season on a low note, suffering a broken right arm in the third race. Ironically, the man who wears number 13 and is known as "Luckless Loris" did so without crashing. The Italian and his Unlimited Jeans Aprilia struck a pit board that was hanging over the pit wall on the front straight, and at 150 or so mph, he hit the aluminum board with enough force to break his arm.

Newly crowned 125cc World Champion Alessandro Gramigni split wins with Spanish hero Carlos Giro in the two 125cc races, but it was Gramigni taking the overall, thanks to his victory in the second race. Honda-mounted German Dirk Raudies finished third overall.

Giro and his Ducados Aprilia was stopped on the track after he beat Gramigni in the first race, and raised high on the shoulders of two amateur pyrotechnicians as the crowd chanted and explosives discharged in the background. The amazing ritual was repeated when Giro narrowly lost to the Unlimited Jeans Aprilia of Gramigni in the second race. The combined margin of victory for the two 125cc races was only just over half a second.

### Race one

Biaggi led from Reggiani at the start of the 12 lapper, with Spain's 600cc Supersport Champion Luis D'Antin locked in behind the two Aprilias on his kitted Honda RS250. Reggiani soon took over from Biaggi, and D'Antin didn't waste any time in also shoving Biaggi out of the way. Urged on by the partisan crowd, D'Antin then forced his way under Reggiani at the apex of the Portago hairpin, taking the lead to the roar of the Spanish road race fans.

D'Antin's race for glory didn't last much longer, with both Biaggi and Marlboro Honda's Loris Capirossi drafting past on the front straight. Then it got worse for D'Antin as Reggiani barged up the inside of the Spaniard in the first corner, taking his front wheel with him and forcing D'Antin to crash. Reggiani also paid the price, pulling off a lap later with one of his exhaust pipes bent skyward from the incident.

With Reggiani's demise, Chili suddenly became a factor as the top three circulated the 2.387-mile circuit in formation. They were joined shortly by Schmid, riding the all-black Mitsui Yamaha.

The four fought to the finish, with Biaggi holding off Chili, and Capirossi doing likewise to Schmid. Less than a second separated the top four at the finish. Ducados Aprilia's Alberto Puig rounded out the top five finishers.

### Race two

The second race was the dullest of the three, if you can label a race won by only .716-of-a-second as being dull. Still, this one featured only a two-rider battle.

Reggiani grabbed the lead at the start with Schmid tucked in behind. Capirossi surprised them both by stuffing his way under the leading duo in the fast esses known as Ascari. The young Italian couldn't keep pace, though, as Reggiani and Schmid drafted by on the front straight.

Schmid led laps two through eight, but Reggiani was in front at the end, taking over on lap nine and staying in front to the finish. Those two were clear of a battle between Capirossi, Chili and Biaggi; with Chili and Biaggi eventually getting away from Capirossi, and Chili ultimately taking third place from his teammate. Capirossi finished fifth with Puig a lonely sixth.

### Race three

This one had the look of a Schmid runaway. The German got the jump at the start and pulled clear on the Yamaha, leading Biaggi, Chili, Puig, Capirossi and Reggiani.

Puig was the first to eliminate himself, with a high speed get-off on the third lap. Reggiani would go two laps later when he met the pit board up close; European 250cc Champion Luis Maurel was also a victim of the incident as a piece of the board ripped his right footpeg off, ending his day.

Meanwhile, Schmid looked to have things in hand up front, but Biaggi and Chili had other ideas.

At the halfway mark, the two Aprilias had caught the Yamaha and a three-way race began. Chili's charge lasted only another lap, as he ran off the track and resigned himself to the fact that he would finish third.

"After I ran off, I just quit," said Chili, who finished third in the 1992 250cc World Championship. "I go on holiday tomorrow, and I want to go in one piece."

There was no quit in Biaggi, though, and he stuck to the rear fender of the Yamaha, drafting by on the race to the flag to win by a scant .160-of-a-second.

"He just passed me on acceleration," Schmid said. "We put a new clutch in for each race and I had two fantastic starts. I tried very hard and I'm very happy. The bike keeps improving. I was disappointed not to finish in the top five in the World Championship, and not to get a rostrum position. I'm with Mitsui Yamaha again next year and we plan on doing a lot of testing over the winter."

D'Antin finished as the top Spaniard, via his 8th place overall result, and he was honored in an explosive post-race ceremony similar to Giro's. Again, the Spanish fans proved worthy of being the world's most fanatical racing fans. **CN**

### Results

**125cc QUALIFYING:** 1. Ezio Gianola (1:41.784/84.601 mph); 2. Allessandro Gramigni (1:41.873); 3. Jorge Martinez (1:41.879); 4. Carlos Giro (1:42.565); 5. Dirk Raudies (1:42.680); 6. Bruno Casanova (1:43.036); 7. Ralf Waldmann (1:43.065); 8. Peter Oetll (1:43.247); 9. Gabriele Debbia (1:43.328); 10. Fausto Gresini (1:43.335); 11. Noburo Ueda (1:43.469); 12. Emili Alzamora (1:43.575); 13. Luis Alvaro (1:43.881); 14. Heinz Leuthi (1:43.903); 15. Carlos Checa (1:44.376); 16. Loek Bodelier (1:44.418); 17. Jose Rabadan (1:44.698); 18. Juan Borja (1:44.941); 19. Manuel Hernandez (1:44.942); 20. Emilio Gracia (1:45.203); 21. Jose Ramon Miralles (1:45.982); 22. Agustin Escobar (1:46.342); 23. Eugenio Escobar (1:46.342); 24. Manuel Varea (1:46.549); 25. Salvador Martin (1:46.709); 26. Manuel Luque (1:46.751); 27. Nando Roca (1:46.998); 28. Marco Tresoldi (1:47.005); 29. Daniela Tognoli (1:47.343); 30. Ron Reniers (1:47.349); 31. Simone Giannecchini (1:47.507); 32. Jose Luis Cardoso (1:47.672); 33. A. De Carli (1:47.890); 34. Xavier Bou (1:48.014); 35. Vicente Grau (1:48.150); 36. Julian Miralles (1:48.272); 37. Juan Martinez (1:48.333); 38. Amador Ferrer (1:49.253).

**125cc RACE 1:** 1. Carlos Giro (Apr); 2. Alessandro Gramigni (Apr); 3. Ezio Gianola (Hon); 4. Jorge Martinez (Hon); 5. Dirk Raudies (Hon); 6. Ralf Waldmann (Hon); 7. Bruno Casanova (Apr); 8. Noboru Ueda (Hon); 9. Emili Alzamora (Hon); 10. Heinz Leuthi (Hon); 11. Luis Alvaro (Apr); 12. Emilio Gracia (Hon); 13. Juan Borja (Hon); 14. Jose Ramon Miralles (Hon); 15. Jose Rabadan (Cob); 16. Manuel Varea (Hon); 17. Agustin Escobar (Hon); 18. Manuel Hernandez (Apr); 19. Ron Reniers (Hon); 20. Marco Tresoldi (Hon); 21. Salvador Martin (Hon); 22. Jose Luis Carduso (Cob); 23. Nando Roca (Hon); 24. Daniela Tognoli (Hon); 25. Amador Ferrer (Cob).
**Time:** 24 min., 01.053 sec.
**Distance:** 14 laps, 33.418 miles.
**Average Speed:** 83.657 mph.
**Margin of Victory:** 0.348 sec.
**Fastest Lap**: Alessandro Gramigni, 1:41.824/84.568 mph, Lap 5

**125cc RACE 2:** 1. Alessandro Gramigni (Apr); 2. Carlos Giro (Apr); 3. Dirk Raudies (Hon); 4. Bruno Casanova (Apr); 5. Ezio Gianola (Hon); 6. Ralf Waldmann (Hon); 7. Noburo Ueda (Hon); 8. Emili Alzamora (Hon); 9. Peter Oetll (Rot); 10. Juan Borja (Hon); 11. Heinz Leuthi (Hon); 12. Loek Bodelier (Hon); 13. Jose Ramon Miralles (Hon); 14. Eugenio Moncayo (Hon); 15. Ron Reniers (Hon); 16. Marco Tresoldi (Hon); 17. Agustin Escobar (Hon); 18. Xavier Bou (Hon); 19. Salvador Martin (Hon); 20. Manuel Luque (Cob); 21. Daniela Tognoli (Hon); 22. Amador Ferrer (Cob).
**Time:** 24 min., 06.594 sec.
**Distance:** 14 laps, 33.418 miles.
**Average Speed:** 83.336 mph.
**Margin of Victory:** 0.219 sec.
**Fastest Lap:** Carlos Giro, 1:41.994/84.427 mph, Lap 7.

**125cc OVERALL:** 1. Alessandro Gramigni (27); 2. Carlos Giro (27); 3. Dirk Raudies (16); 4. Ezio Gianola (16); 5. Bruno Casanova (12); 6. Ralf Waldmann (10); 7. Jorge Martinez (8); 8. Noburo Ueda (7); 9. Emili Alzamora (5); 10. Peter Oetll (2); 11. Juan Borja (1); 12. Heinz Leuthi (1).

**250cc QUALIFYING:** 1. Pier-Francesco Chili (1:36.773/88.981 mph); 2. Loris Reggiani (1:36.984); 3. Loris Capirossi (1:37.353); 4. Jochen Schmid (1:37.471); 5. Luis D'Antin (1:37.517); 6. Alberto Puig (1:37.527); 7. Massamiliano Biaggi (1:38.005); 8. Loris Preining (1:38.551); 9. Frederic Protat (1:38.760); 10. Oscar Sainz (1:38.918); 11. Eskil Suter (1:39.124); 12. Chris D'Aluisio (1:39.163); 13. Colin Edwards (1:39.247); 14. Luis Maurel (1:39.301); 15. Adrian Bosshard (1:39.461); 16. Alex Sirera (1:39.555); 17. David Vazquez (1:39.588); 18. Miguel Castilla (1:39.766); 19. Marc Garcia (1:40.118); 20. Kenny Roberts Jr. (1:40.145); 21. Gabriele Debbia (1:40.174); 22. Quique De Juan (1:40.274); 23. William Costes (1:40.367); 24. Pere Riba (1:40.416); 25. M. Pennacchioli (1:40.419); 26. Michele Gallina (1:40.477); 27. David Muscat (1:40.504); 28. Takashi Isiguro (1:40.556); 29. Antonio Sanchez (1:40.593); 30. Pierre Fontannaz (1:40.718); 31. Evren Bischoff (1:40.738); 32. Javier Rodriguez (1:40.755); 33. Yoshinari Hori (1:40.828); 34. Jose Kuhn (1:40.886); 35. Eustaquio Gavira (1:40.899); 36. Jose Sagardogui (1:41.402); 37. Rick Tripodi (1:41.818); 38. Manuel Gibernau (1:42.048); 39. Tomas Couto (1:48.759); 40. Artur Martins (1:48.950); 41. Alexander Witting (1:51.486).

**250cc RACE 1:** Massamiliano Biaggi (Apr); 2. Pier-Francesco Chili (Apr); 3. Loris Capirossi (Hon); 4. Jochen Schmid (Yam); 5. Alberto Puig (Apr); 6. Andy Preining (Apr); 7. Eskil Suter (Apr); 8. Luis Maurel (Apr); 10. Oscar Sainz (Apr); 11. Kenny Roberts Jr. (Yam); 12. Colin Edwards II (Yam); 13. Miugel Castilla (Yam); 14. Chris D'Aluisio (Yam); 15. David Muscat (Apr); 16. Antonio Sanchez (Apr); 17. Gabriele Debbia (Hon); 18. Marc Garcia (Yam); 19. Pere Riba (Hon); 20. M. Pennacchioli (Apr); 21. William Costes (Yam); 22. Quique De Juan (Yam); 23. Takashi Isiguro (Hon); 24. Alex Sierra (Yam); 25. Jose Kuhn (Hon); 26. Jose Sagardogui (Hon); 27. Javier Rodriguez (Hon); 28. Yoshinari Hori (Hon); 29. Michele Gallina (Yam).
**Time:** 19 min., 35.960 sec.
**Distance:** 12 laps, 28.644 miles.
**Average Speed:** 87.870 mph.
**Margin of Victory:** 0.112 sec.
**Fastest Lap**: Pier-Francesco Chili, 1:36.788/88.968 mph, Lap 8.

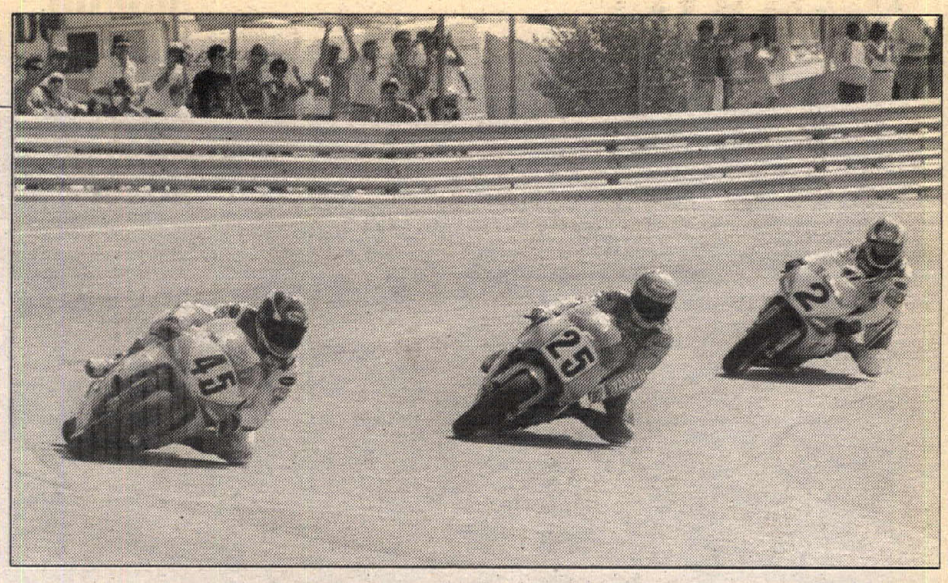
**250cc RACE 2:** 1. Loris Reggiani (Apr); 2. Jochen Schmid (Yam); 3. Pier-Francesco Chili (Apr); 4. Massamiliano Biaggi (Apr); 5. Loris Capirossi (Hon); 6. Alberto Puig (Apr); 7. Luis D'Antin (Hon); 8. Andy Preining (Apr); 9. Luis Maurel (Apr); 10. Frederic Protat (Apr); 11. Chris D'Aluisio (Yam); 12. Kenny Roberts Jr. (Yam); 13. Alex Sierra (Yam); 14. Miguel Castilla (Yam); 15. David Vazquez (Apr); 16. Antonio Sanchez (Apr); 17. Quique De Juan (Yam); 18. William Costes (Yam); 19. M. Pennacchioli (Apr); 20. Marc Garcia (Yam); 21. Jose Kuhn (Hon); 22. Jose Sagardogui (Hon); 23. Javier Rodriguez (Hon); 24. Pierre Fontannaz (Apr); 25. Colin Edwards II (Yam); 26. Adrian Bosshard (Hon).

**Time:** 19 min., 33.034 sec.
**Distance:** 12 laps, 28.644 miles.
**Average Speed:** 88.090 mph.
**Margin of Victory:** 0.716 sec.
**Fastest Lap:** Loris Reggiani, 1:36.362/89.361 mph, Lap 10.

**250cc RACE 3:** 1. Massamiliano Biaggi (Apr); 2. Jochen Schmid (Yam); 3. Pier-Francesco Chili (Apr); 4. Loris Capirossi (Hon); 5. Andy Preining (Apr); 6. Luis D'Antin (Hon); 7. Frederic Protat (Apr); 8. Kenny Roberts Jr. (Yam); 9. Eskil Suter (Apr); 10. Chris D'Aluisio (Yam); 11. Miguel Castilla (Yam); 12. Alex Sierra (Yam); 13. David Vazquez (Apr); 14. Adrian Bosshard (Hon); 15. Jose Kuhn (Hon); 16. Javier Rodriguez (Hon); 17. Marc Garcia (Yam); 18. Takashi Ishiguro (Hon); 19. M. Pennacchioli (Apr); 20. Quiche De Juan (Yam); 21. Jose Sagardogui (Hon); 22. Evren Bischoff (Apr); 23. Pierre Fontanriez (Apr).
**Time:** 19 min., 29.218 sec.
**Distance:** 12 laps, 28.644 miles.
**Average Speed:** 88.377 mph.
**Margin of Victory:** 0.160 sec.
**Fastest Lap:** Pier-Francesco Chili, 1:36.204/89.508 mph, Lap 5.

**250cc OVERALL:** 1. Massamiliano Biaggi (38); 2. Jochen Schmid (32); 3. Pier-Francesco Chili (32); 4. Loris Capirossi (24); 5. Loris Reggiani (15); 6. Andy Preining (14); 7. Alberto Puig (11); 8. Luis D'Antin (9); 9. Frederic Protat (7); 10. Eskil Suter (6); 11. Luis Maurel (5); 12. Kenny Roberts Jr. (3); 13. Chris D'Aluisio (1); 14. Oscar Sainz (1).

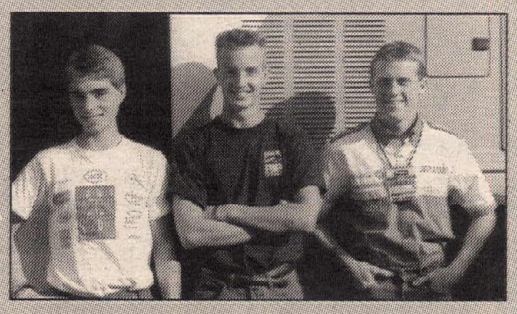
**Biaggi, Capirossi and Chili; first, fourth and third overall, respectively.**



**Colin Edwards (45), Kenny Roberts Jr. (25) and Chris D'Aluisio (2) raced together in the first two legs; Roberts ended up with the best result, finishing 12th overall.**

# Tres Americanos en Espana

The students: AMA 250cc National Champion Colin Edwards and his main AMA rivals Kenny Roberts, Jr and Chris D'Aluisio. The subject: European Road Racing 101. The classroom: Jarama, Spain. The teachers: Massamiliano Biaggi, Pier-Francesco Chili, Jochen Schmid, and a horde of riders they'd never heard of.



**(Left to right) D'Aluisio, Edwards & Roberts.**

The students came to the Superprestigio International with realistic goals, knowing that their Yamaha TZ250s were no match for the factory Aprilias, kitted Honda RSs and the lone factory Yamaha. They ended qualifying without awe for the European contingent who just happen to make up the fastest group of 250cc riders in the world. And they left the classroom with newfound respect for European racing, knowing they'd never ridden harder in their lives, even though they had just finished racing for 11th place.

When the three timed qualifying sessions had ended for the Americans, they found themselves in unfamiliar territory: D'Aluisio, 28, in his international racing debut, was the quickest, narrowly edging his Southwest Motorsports teammate Edwards, 19, by .084-of-second - but this was not for the pole, this was for 12th place on the grid. Still, the pair were happy and they'd represented themselves well. Everyone knew the Yamaha TZ250s were no match for the Aprilias and Hondas and 12th was just about where they belonged. They had lapped at 1:39.163 and 1:39.247, respectively, after struggling in the second of the three sessions with handling problems and blown motors. The pair had only a single TZ250 each, while the majority of the field had two bikes at their disposal.

Pier-Francesco Chili, third in the 1992 250cc World Championship, had earned the pole with a 1:36.773 - 2.390 seconds quicker than D'Aluisio.

Roberts Jr. struggled early on, and he was disappointed with his 20th qualifying position. The 19-year-old Californian had two Yamaha TZ250s to chose from, but the one he called the "A" bike seized on Saturday and he was forced to qualify on the other "standard" TZ. Roberts was racing for the first time outside the U.S., and he was racing under the high-powered microscope of being the son of "King Kenny." It probably didn't help matters that he had the Marlboro bus parked at the rear of his garage, as well as the Budweiser Yamaha transporter used this year by Randy Mamola. He was, though, no doubt aided by the fact that his father was in attendance, and had plenty of spare time to help his son adapt in his European debut.

The Southwest Motorsports effort was far more low-key, probably helping take some of the pressure off Edwards and D'Aluisio.

Following his first qualifying session, D'Aluisio gave his impressions of European road racing.

"I know I can do it just fine," D'Aluisio said. "This is the way racing should be done. They are dreaming if they look at America and think that's the way to do it. I don't want to say bad things about the AMA because everyone does that, but it's hard to think of doing AMA racing after doing this. The track time they give you is incredible (60-minute sessions). You're actually tired when you get off the bike. There's a lot of learning that goes on at a new race track. There are a lot of bumps out there, so you've got to stick to that little plot of track that you know."

What about riding with the Biaggis, the Chilis, the Reggianis?

"It's no different than following Colin (Edwards)," D'Aluisio opined. "Their bikes accelerate harder, they leave the corners much faster. I'm not at all in awe. I got behind Biaggi and expected to go "Wow!" But he's nothing special. It's neat seeing the guys you watch on TV, but I still want to beat them. It's difficult to come to their turf and beat them. Especially when it's our machines against their machines."

D'Aluisio had a special interest in the Spanish race - he's considering taking part in next year's proposed 250cc Ducados Cup Series to be held in Spain: "I'd do it in a second if I had the opportunity," said D'Aluisio, who works full time as a designer for Cannondale bicycles in New England. "I wouldn't get fired and I would quit. I can do a lot of my job anywhere, because it's all conceptual. You need money to do it, but I'd jump at the chance."

Edwards, the most highly touted of the three Americans, was a bit solemn after qualifying: "We knew coming here that we'd be fighting a losing battle," the Texan said. "It's damn near impossible to run with the top guys. I'm pleased with my performance, and I'm pleased with Chris - he's flying. I really don't feel these guys are any better. I rode behind Chili - sure they're good riders, but a lot of it is the bike. They all have the good Aprilias."

Edwards' best lap was his last: "I was braking like a turd the whole weekend," he said. "I thought on the last lap that I'd better do something. I moved my brake markers closer and on the last lap I just totally grabbed them later, and twice as hard - and I still had room. The suspension changes we made dropped a second; I think I can run at least half a second faster in the race. I tend to get a different face on for the race."

Roberts was the least happy following his three qualifying sessions: "A 40 (1:40.145), that's pathetic. I've never ridden so hard in the corners in my life. I had the problem with the good bike and I think I could have done a 39-flat with my "A" bike. The whole field - the top 38 guys are only two seconds off what I qualified with. The level of competition is quite a bit more here than at home. This is the first time I've ever had to drag my boots - I had to work to do a 40! Those guys are here one second and gone the next - they have so much more acceleration."

It didn't take long for the Europeans to throw out the welcome mat to the Amercans in the first of three 12-lap races.

Edwards and D'Aluisio started well from their spots on the third row. But Edwards had his first taste of European combat in the first corner when he was rammed from behind. Still, the Southwest Motorsports duo held down 13th and 14th after the first lap, with Roberts struggling from a poor start in 20th. He, too, had seen a little action on the first lap.

"Colin and Chris were about six bikes in front of me," Roberts explained. "This guy comes flying by going into the slow left, he's both feet down and his boots are smoking. These guys just go for it - it's pretty incredible."

The "smokin boots" belonged to David Vazquez, on the Ducados Aprilia, and he was one less Spaniard to worry about as he crashed out of the race when he was unable to make the corner.

By the halfway mark, Roberts had caught his fellow Americans and the three were locked in a five-rider battle with Spaniard Oscar Sainz and Miguel Castilla. Roberts was learning quickly and on the final lap he swooped around all but Sainz to finish 11th; Edwards was 12th, D'Aluisio 14th.

Edwards' problems stemmed from an out-of-round front tire: "I didn't notice it at first because I was really concentrating, but when things started to settled down it was hopping pretty bad."

Roberts, meanwhile, was gaining confidence with every lap: "I'm pumped," he said after race one.

The second race saw the three again in close proximity, again racing in those now comfortable 11th, 12th, and 13th spots. And again they had a few of those pesty Spaniards right with them.

On the 10th lap, disaster struck for Edwards. Entering the hairpin called Le Mans, Sainz plowed into the rear of the Texan's Yamaha, sending Edwards into a 20-yard, front-wheel wheelie and both crashing into the hay bale-protected tire wall. Edwards angrily walked away; Sainz was taken to the hospital with a broken leg.

D'Aluisio and Roberts battled to the line, with D'Aluisio winning the photo finish for 11th place. Edwards was credited with 25th.

"Something like that takes the fun out of it," said a disheartened Edwards. "It takes a bit of the steam away for the third leg."

It didn't get any better for Edwards in the third race. He stalled the Yamaha on the line and was fortunate not to get hit from behind. Then the bike ran poorly and he opted to call it a day - you can come from last place to a points paying position at home, but not in Spain.

Roberts had the race of his life in the third leg, grappling with GP regular Eskil Suter on the Marlboro-backed Aprilia. D'Aluisio followed, but couldn't keep pace. Roberts finished eighth, D'Aluisio 10th and the three-day road racing school had ended.

"Three GPs in one day really increases your learning curve," D'Aluisio said with a content smile. "These guys are definitely good on the brakes."

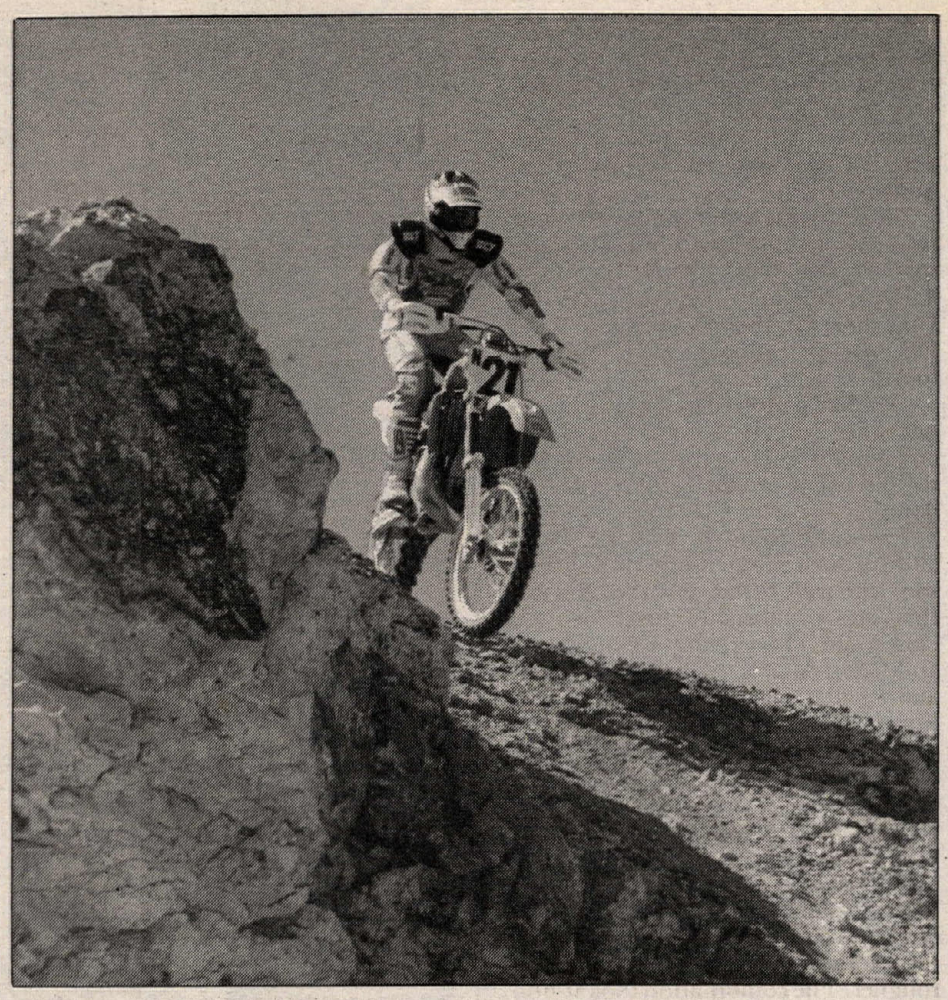
One man wearing a smile was Roberts Jr.'s professor, "The King" himself.

"It went better than I expected," Roberts Sr. said. "We were having trouble doing 44s when he started. He had a whole lot thrown at him, and I didn't think he'd get better with every race. You usually can't absorb that much in one day, but he showed that he can absorb that much. He never looked to me like he was in trouble, and never did I think he was pushing it too hard. He always seemed to have something in reserve."

Roberts Jr. is another apparently headed for the Ducados Cup Series: "I'd like him to do the Spanish series," Roberts said. "It's the ideal place for him. He'd run mid-pack in GPs and also run the Spanish series; that would be quality time for him. As long as we can keep the non-win pressure off him, he'll be alright. He's not that far off right now."

"Maybe it helped that they counted us out," Roberts Jr said. "I increased my learning curve. In the first race I was passing them on the inside, but the third race I was passing them on the outside. It got better every race. They (the Europeans) get us on braking. They use maximum braking right off the bat. They're here to race, not just to ride."

The Danny Hamel/Paul Ostbo duo scored the win with just 17 seconds to spare.



Ty Davis and partner Larry Roeseler had the win snatched away in the last 11 miles.

# Hamel, Ostbo steal the show at Las Vegas 300

**By Anne Van Beveren**
**Photos by Tom Van Beveren**

TONOPAH, NV, SEPT. 19

After six hours and almost 230 miles of hard-on-the gas racing, the battle for overall honors at the Las Vegas 300 was decided in the last 11 miles.

The two top teams, separated by no more than four-and-a-half minutes during the course of the race, were just 17 seconds apart as the final sprint began. Kawasaki's Larry Roeseler was out in front aboard the Team Green-backed Kawasaki KX500 he shared with Ty Davis, when rival KX500 pilots Danny Hamel and Paul Ostbo made their final move.

"When I passed the alternate pit I saw Hamel standing there and I figured he was probably going to get on the bike," said Roeseler. "I knew what I had to do and I rode as hard as I could all the way in."

With 11 miles to go and a 17-second deficit, Hamel also knew what was needed.

"It was 11 miles of do or die," said Hamel. "I knew how much time I had to make up. It was all or nothing right there and I rode like a man possessed."

Stopwatches clicked on as Roeseler crossed the finish just before 2:00 p.m. with a total elapsed time of four hours and 50 minutes.

They clicked again as Hamel stormed in just over half a minute later and, when the starting times were adjusted, Hamel had done the impossible. The 20-year-old had put half a minute on the veteran desert ace in the final stretch of the course and had snatched the overall win and the Open Pro purse by just 17 seconds.

"It doesn't get much closer than this," said Hamel.

Ostbo, who overalled the event last year with Greg Zitterkopf, credited the win to careful planning. "You get a real young partner — the best partner in the world, you give him the bike and he wins it for you," Ostbo joked. "That's all it takes."

This year's race, the fourth event in the five-round Grand Slam Championship Series organized by Best in the Desert's Casey Folks, drew 113 teams to the historic mining town of Tonopah, 200 miles northwest of Las Vegas.

The racers were greeted by sunny, mild weather with highs around 80 degrees, and rain two days before the race brought a welcome respite from the usual end-of-summer dust.

The course was laid out in a figure eight, with a 36-mile loop to the east followed by a 40-mile loop towards the west. Most teams split the figure eight in half, with each rider tackling the same loop three times to make up the 228-mile total, but Hamel and Ostbo rode one complete figure eight each and then split the final circuit.

Ostbo described the course as ". . . unbelievable."

"It was beautiful. You just can't touch Casey (Folk's) courses," said Ostbo. "There's nothing that difficult but there's so much difference in the terrain. You remember these courses forever."

The Roeseler/Davis Kawasaki was on the front row of the time-adjusted starting grid and left the line promptly at eight a.m. The other racers followed, two bikes at a time every 30 seconds.

Hamel powered off row three and made the most of the dust-free early running. "It was an excellent course and we couldn't have done any better with the rain and everything," said Hamel. "It made things awesome."

Hamel passed all of the earlier starters during the first half of the figure eight. He entered the pits with Davis hard on his heels but was a minute ahead on adjusted time, as Roeseler took over for the second half of the loop. Hamel stretched the lead still further on the easterly loop and handed over to Ostbo almost two minutes ahead on adjusted time.

Rapid opening loops were also turned in by the 250cc Pro Kawasaki team of Greg Zitterkopf and Dan Richardson, who were less than six minutes back on adjusted time in third overall at the first pit, and by Over-30 Pros Scot Harden and Jack Johnson, who were running fourth on a KTM.

The Kawasaki team of John Braasch and Jeff Kawell was making strides in the 125cc Pro division. "We had to take one of the power-valves out yesterday and we didn't think it was going to run at all, but Kawell passed the other two (125cc teams) on the first loop," said Braasch. "The bike ran so well, we're thinking about taking one of the power-valves out for the Baja 1000."

Other bids for victory had not started with nearly as much promise. Open Pro Destry Abbott, who shared a KTM with Daryl Folks, suffered a flat just seven miles into his first loop. Over-30 Pros Lee Pearson and Danny Anderson discovered a rear brake that didn't work and a kill switch that worked too well during their opening loop, and Over-30 Amateur Bill McVay, who planned to solo the 230 miles, was losing ground before his race began.

"My brake broke at the starting line and I had to go back to the pit," McVay explained. "By the time I got back, everybody was gone. I was the last one out by 15 minutes."

The trials continued as the second loop of the figure-eight course got underway. Open Pro brothers Mark and Jeff Lundgreen lost time after their Yamaha went down in a corner. "A rock punctured the cases. I had to push the bike around the mountain and back to the pits, then we had to change the clutch," said Mark Lundgreen.

Dan Worley, who paired with Brian Schmuckle on an Over-30 Honda, rode his half of the figure eight on a flat tire that had to be zip-tied to the rim, and the Zitterkopf/Richardson charge was slowed when Richardson parted company with the bike just five miles into the second half of loop two.

"I crashed in all the rocky, tight, virgin stuff going out and I got run over by my own motorcycle," said Richardson. "My confidence was pretty shaken up and the bars were bent way back."

Problems also hit the front of the pack when Davis got a flat less than 10 miles into the second loop. "I was right on Ostbo's tire going through a canyon when it happened," said Davis. "It was survival on the roads after that."

Despite a helping hand from Hamel, the team lost a minute and a half changing the wheel at the midway pit, and Roeseler was four-and-a-half minutes off the time-adjusted lead when he set out into the second half of the loop.

Roeseler's experience from the first circuit gave him a leg up on Ostbo and he closed in rapidly. Hard riding and a lucky break did the rest.

"It was a pretty intense loop," said Roeseler. "I caught him and passed him about six miles before the end of the loop. I got pretty lucky because I caught him right where we jumped on a big wide road. You couldn't pass anywhere else."

Roeseler had the physical lead when he handed over to Davis for the start of the final loop, but Hamel, who took over from Ostbo just 30 seconds behind, was still half a minute up on adjusted time and refusing to call it quits.

Third overall on adjusted time belonged to Zitterkopf and Richardson, despite badly bent bars from Richardson's loop two crash, and the Utah duo of Brandon Gerber and Brent Fox was snapping at their heels in fourth.

"We had a slow start," said Fox. "I had knee surgery a few months ago and it bothered me a lot, but the longer the race went on, the better we started doing."

The same could be said for Over-30 Pros Scot Harden and Jack Johnson, who were fifth overall on adjusted time and comfortably ahead of their closest Vet class rivals, Kenny Parry and Craig Adams. "I turned 40 today and I had a blast. This was so much fun," said Johnson.

Tom Barbero and Bill Maxim were way out in front of the Over-40 Pros and George McQuiston and Paul Pitts were charging hard at the head of the Sportsmen pack.

The tension increased as the final loop unfolded. The course was drying out fast, so the dust was mounting, and the terrain was becoming rougher and rougher. The combination took its toll and forced a change in Hamel's strategy with just 40 miles to go.

"I planned to go the whole loop, but I started to get beat up and I couldn't get by Davis because the dust was too intense," said Hamel.

Both teams switched riders at the midway pit and the battle was on again. Roeseler was hard on the gas trying to stretch his physical lead into a time-adjusted lead, and Ostbo was all over the bike trying to hang onto his team's slender advantage.

Halfway through the loop, with less than 20 miles between him and the checkered flag, Roeseler's confidence began to grow. "I could look across the valley and see him and I knew I had a pretty good lead, but then I saw Hamel at the alternate pit."

Hamel had stationed himself 11 miles from the finish just in case and swung into action the moment Ostbo started to slow.

"Paul was going to do the complete last 40 (miles) but at the alternate gas, he made a good call. He said 'Here, take it," said Hamel. "I knew exactly how much time I had to make up and I gave it everything I had all the way in."

Roeseler was still in front when he crossed the finish line at the end of the six-hour sprint, but Hamel's last-ditch effort brought him home within one minute of his rival's finishing time. He shaved just 17 seconds off Roeseler's and Davis' total elapsed time, but that was enough for the Kawasaki/Answer/Yoko/Metzeler/Pirelli/Maxima/F&L/Scotts/Trick/Acerbis/Maier/Beam/Backcanteen/Don Joy/FMF/Shoei-backed Hamel/Ostbo team to take the overall and the Open Pro Championship titles.

"What a great race," said Hamel. "I couldn't have asked for a better day or a better partner, and everything went well. I never missed a corner and I never made a mistake."

Kawasaki-backed Roeseler and Davis were less enthusiastic. "The flat tire early in the race was definitely a factor," said Roeseler. "Davis rode 30 miles on it plus the time to change it. There's enough time to win it right there."

A fast-paced third loop brought the

George McQuiston and Paul Pitts made up the top finishing Expert team.

Brandon Gerber/Brent Fox Kawasaki KX500 home in third, 15 minutes behind the leaders on adjusted time, and just one minute ahead of 250cc Pro winners Zitterkopf and Richardson.

"It was a fast course. My loop definitely could've used a 500," said Richardson. "There were places where I was going as fast as I could and those guys on the open bikes were just getting closer and closer."

The Kawasaki team's closest rivals were Johnny Campbell and Jamie Campbell, who turned in a trouble-free run on their Honda to earn ninth in the overall standings. The Kawasaki KX250 team of Steve Ogren and Craig Hunter took third in class.

Jack Johnson battled mechanical problems throughout his last 40 miles but held on to take the Over-30 Pro win by almost seven minutes over Kenny Parry and Craig Adams.

"The muffler broke loose about a mile out on the last half of the last lap," said Johnson, who shared a KTM with Scot Harden. "The exhaust started blowing on the rear brakes. I lost them about 15 miles out and I had to ride 25 miles with no rear brakes."

"We didn't have any problems. They just rode better than us, that's all," said second-placed Adams. "You had to be careful out there. There were a lot of rocks, and the turn arrows were right on the corners. I overshot all of them."

Brian Schmuckle and Dan Worley overcame an off-the-course-and-down-a-canyon adventure early in the race and a flat tire later to claim third in the Vet division.

The 125cc Pro honors went to John Braasch and Jeff Kawell, who finished 10th overall and more than half an hour up on second placed Charles Kline and Joseph Meyer. "We had two front flats — one for the whole last loop," said Meyer, who was unimpressed with the course. "All it was, was a bunch of stutter bumps," he said.

The Over-38 Pro win went to Tom Barbero and Bill Maxim in 21st overall. "We had a 32-minute lead going into the last lap. I could've stopped for lunch," said Maxim.

Paul Pitts brought the Suzuki he

Greg Zitterkopf, last year's winner, and Dan Richardson topped the 250cc Pro class.

Scot Harden and Jack Johnson combined efforts to win the 0-30 Pro division.

shared with George McQuiston home at the head of the Sportsman pack in 14th overall. The Utah riders earned first 250cc Expert honors with a time of five hours and 27 minutes, despite losing the rear brake at the end of loop two.

"I'm so tired I can't even move my arms," said Pitts. "Half way through my last lap I crapped out. I almost had to stop and cry, I was so tired, but I saw second place's dust way back and I didn't have time."

The next Experts to cross the line were Scott Glimp and Floyd Bradley in the Over-25 class, with Over-30 Experts Kevin Bogue and Jeff Boyd just eight seconds behind them.

A close race in the Open Expert division was won by the Andy Nelson/Skipp Cohenour Kawasaki duo in 27th overall. CN

## Results

**O/A:** 1. Danny Hamel/Paul Ostbo (Kaw); 2. Larry Roeseler/Ty Davis (Kaw); 3. Brandon Gerber/Brent Fox (Kaw); 4. Daryl Folks/Destry Abbott (KTM); 5. Greg Zitterkopf/Dan Richardson (Kaw).

**OPEN PRO:** 1. Danny Hamel/Paul Ostbo (Kaw); 2. Larry Roeseler/Ty Davis (Kaw); 3. Brandon Gerber/Brent Fox (Kaw).

**250 PRO:** 1. Greg Zitterkopf/Dan Richardson (Kaw); 2. Johnny Campbell/Jamie Campbell (Hon); 3. Steve Ogren/Craig Hunter (Kaw).

**125 PRO:** 1. John Braasch/Jeff Kawell (Kaw); 2. Charles Kline/Joseph Meyer (Suz); 3. Mark Frehner/Patrick Fullmer (Suz).

**0-30 PRO:** 1. Scot Harden/Jack Johnson (KTM); 2. Kenny Parry/Craig Adams (Kaw); 3. Brian Schmuckle/Dan Worley (Hon).

**0-38 PRO:** 1. Tom Barbero/Bill Maxim (Hon); 2. Mitch Hedrick/Mark Force (KTM); 3. Sam Bass/Art Knapp (Kaw).

**OPEN EX:** 1. Andy Nelson/Skipp C. Cohenour (Kaw); 2. Bob Jones/Bill Cotton (Kaw); 3. Scott Herweg/Greg Herweg (KTM).

**250 EX:** 1. George McQuiston/Paul Pitts (Suz); 2. Jason Robinson/Ray Jewett (Yam); 3. C. Orville Northrop/Patrick Shields (Suz).

**125 EX:** 1. Nick L. Collin/Lance Bernadet (Yam); 2. Paul Ziegler/David Ziegler (Suz); 3. John Steele/Greg Smith (Suz).

**4/STRK EX:** 1. Nipper Alsup/Glenn Taylor (Hus); 2. Cliff Hagan/Scott R. Davis (Hon).

**0-25 EX:** 1. Scott Glimp/Floyd Bradley (KTM); 2. Pat Prosser/Jim Stott (Hus); 3. Dean Hopkins/Jay Hopkins (Hon).

**0-30 EX:** 1. Kevin Bogue/Jeff Boyd (Yam); 2. Nick Tanner/Mike Longtime (Kaw); 3. Jim Roewer/John Ewald (Hon).

**0-38 EX:** 1. Steve Barklow/Jim McCartney (Kaw); 2. Lewis Wright/T.C. Turner (Yam); 3. Rick Platts/Steve Pitts (Hon).

**OPEN AM:** 1. Robert Velasquez/Bill O'Hara (Kaw); 2. Anthony Zack Livreri/Albert Rogers (KTM); 3. Mike Moyer/Jay Gilbertson (Hon).

**250 AM:** 1. Shawn Harris/Joe Sidman (Yam); 2. Eliot Fisher/Nick Pearson (KTM); 3. Greg Austin/Mitch Walton (Yam).

**125 AM:** 1. Jarrod Wheeler/Bryan Reese (Kaw); 2. Michael Kenney/Dan Jager (Suz); 3. Dana Nicholson/John Schwarzlose (Hon).

**4/STRK AM:** 1. Dale Aastrom/Brad Cameron (Hon); 2. Shad Baldwin/Jeromie Sorhouet (Hon); 3. Kirk Kalkowski/Chuck Lenge (Hon).

**0-25 AM:** 1. Paul Kline/Vernon Lomprey (Suz); 2. James Fryslie/James C. Hicks (Hon); 3. Joseph P. Browning/Frank Schreiner (Hon).

**0-30 AM:** 1. Rob Windham/Mark D. Buckholz (Hon); 2. Michael Sivak/Wayne Turner (Suz); 3. Joe Bartoli/Dawyne Fuhrman (Hon).

**0-38 AM:** 1. Greg Smith/Barry Harrelson (Suz); 2. Terry R. Roberts/Howard Larson (Kaw); 3. Bob Wolf/Richard T. Lakes (KTM).

**0-48 AM:** 1. Bill Nichols/Howard Utsey (Hon); 2. Joe Prosser/Gary Jensen (KTM).

**VINTAGE:** 1. Bill McDaniel (Yam).

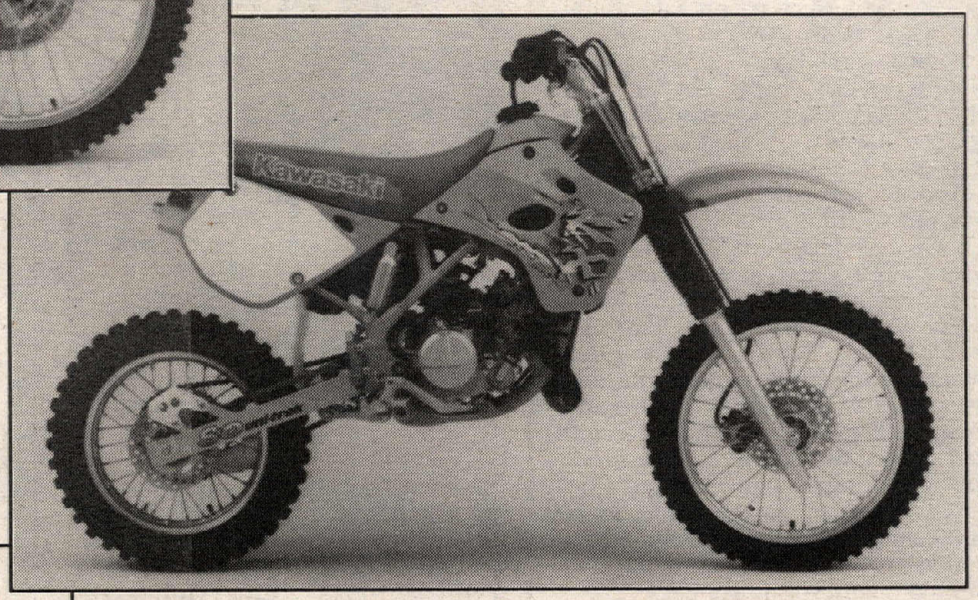
# See the 1993 Kawasakis At

## 1993 KAWASAKI KX125-J2

The 1993 KX125 features a lighter frame for greater agility coupled with engine enhancements offering better performance all across the rev range.

Improved throttle response, reduced flywheel effect, and better detonation control result from a combination of changes in carburetion, engine components, engine ports, and the combustion chamber.

The KX125's hydraulic front disc brake offers improved feel due to a revised front master cylinder lever ratio.

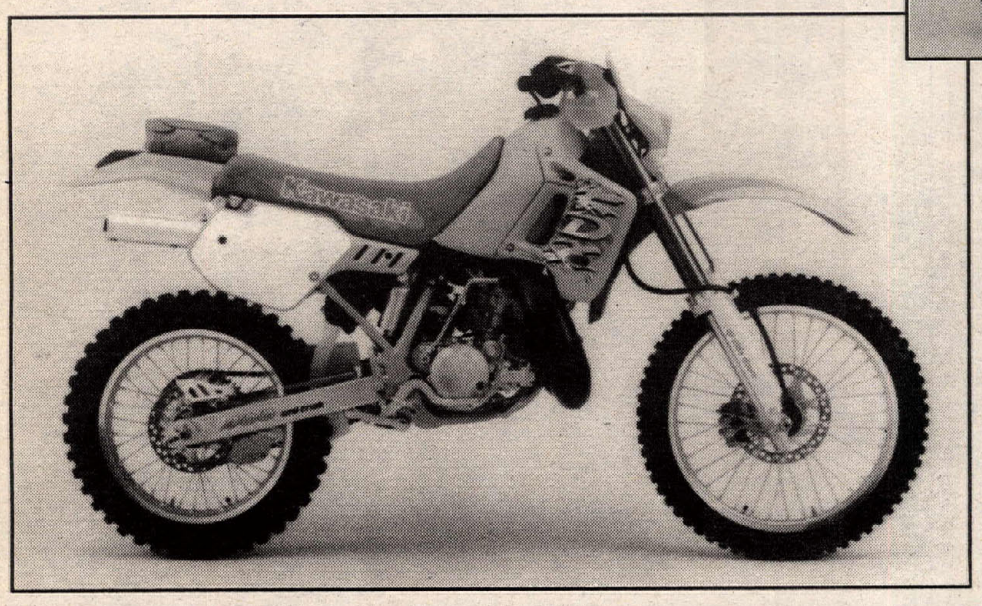


## 1993 KAWASAKI KX80-R3

New graphics decorate the 1993 KX80.

The standard version KX80-R3 features a slightly stiffer front fork, while the "big wheel" KX80-T3, with its upside down 36 millimeter fork, has minor changes in the return springs to reduce initial harshness.

Equipped with an 82 cc two-stroke single-cylinder liquid cooled engine and digital ignition, the KX80 delivers the performance to run hard and win motos.



## 1993 KAWASAKI KDX200-E5

The 1992 Kawasaki KDX200 qualifies as the ideal enduro bike, fully outfitted for trail riding. Hand covers, odometer-tripmeter, and low-expansion brake lines are among the full complement of rugged components. Off-road lighting is standard. The KDX200 features an engine guard, quick change rear wheel, tool bag, and separate clutch cover for easy servicing.

The only change for 1993 is to give the KDX200 a 41 millimeter inverted cartridge front fork, strengthening this machine's rough-trail handling prowess.

The exhaust system features a U.S. Forestry Service approved spark arrestor and silencer.

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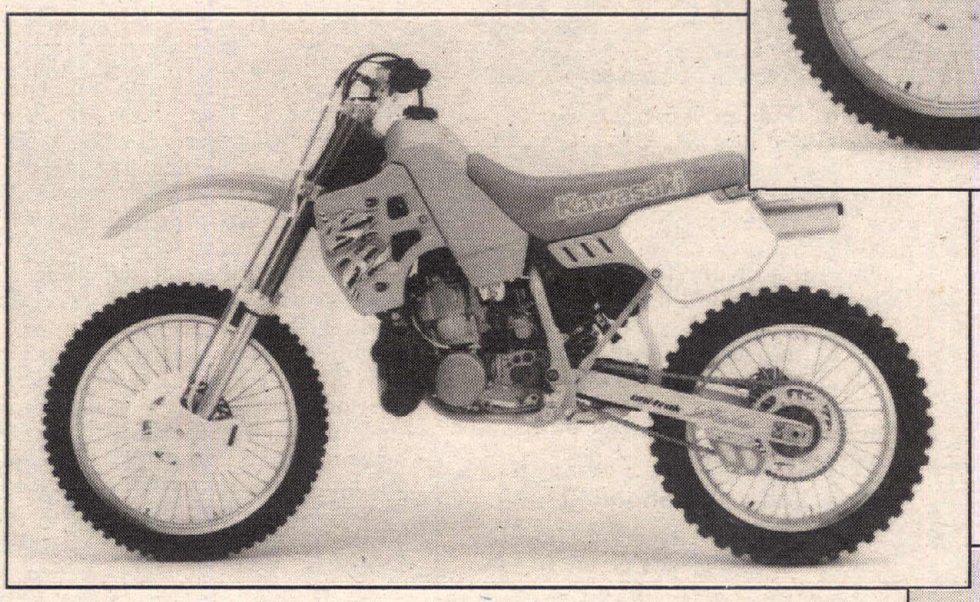
# These Participating Dealers

## 1993 KAWASAKI KX250-J2

The 1993 Kawasaki KX250 adopts the weight-reduction techniques of the KX125, making the frame lighter yet equally rigid for improved handling.

Engine and carburetion changes enhance power across the rev range. Among the most notable changes, the KX250 adopts the guillotine-type KIPS valve, providing more accurate port control and better performance all around.

Engine compression ratios are slightly reduced, while a combustion chamber redesign aids detonation control. Reduced flywheel effect allows quicker acceleration.



## 1993 KAWASAKI KX500-E5

If you look carefully, you'll notice a narrower front fender on the 1993 Kawasaki KX500-E5, an aid to weight reduction.

The KX500 gets a semi-floating front disc brake along with new graphics. For the most part, though, it's a proven performer needing few changes.

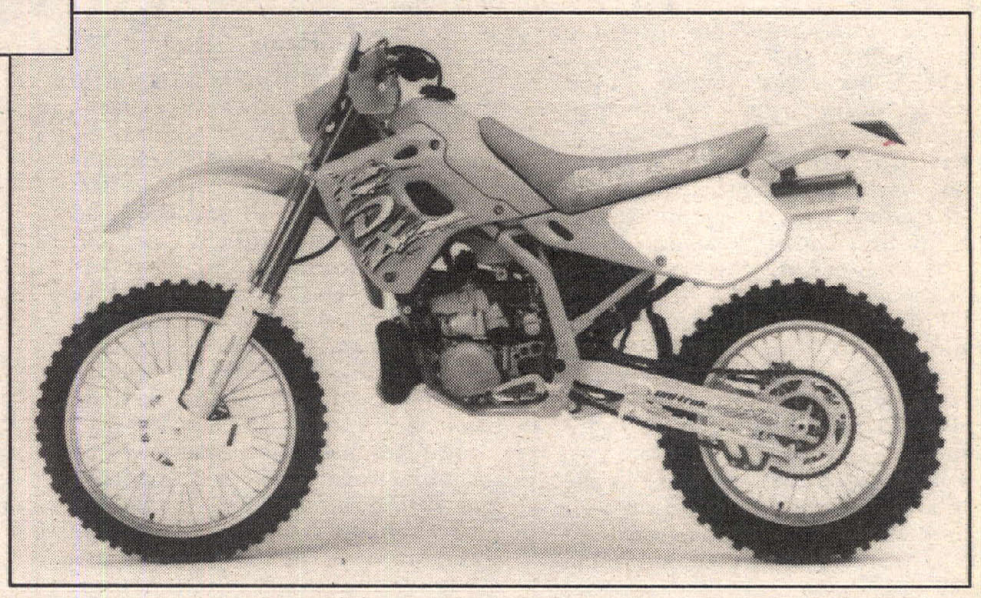
The powerful liquid-cooled 499cc two-stroke engine is equipped with the Kawasaki Integrated Powervalve System (KIPS) and capacitor discharge ignition with electronic timing advance. A semi-double cradle, high-tensile steel frame provides strength and agility.

## 1993 KAWASAKI KDX250-D3

The KDX250-D3 is built around a tubular steel perimeter frame, providing superior torsional rigidity and improved mass centralization for a lower center of gravity.

UNI-TRAK ® rear suspension provides high compliance on small bumps and increasingly stiffer resistance to larger impacts to avoid bottoming. Hollow front and rear axles lessen unsprung weight, and the aluminum rims have straight-pull spokes.

The 249cc two-stroke single cylinder engine is derived from the KX250 motor, with reduced compression ratio for a wider powerband. The KDX250's exhaust system includes an aluminum silencer and U.S.F.S. approved spark arrestor.



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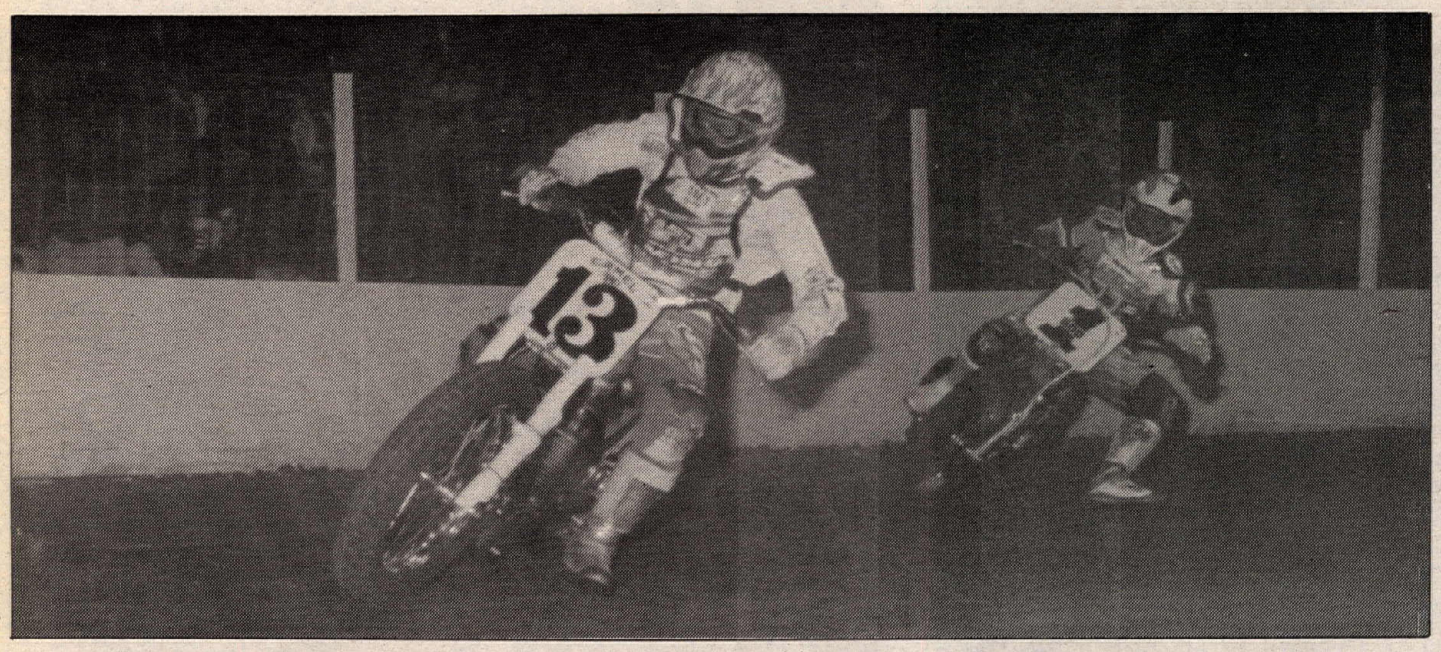
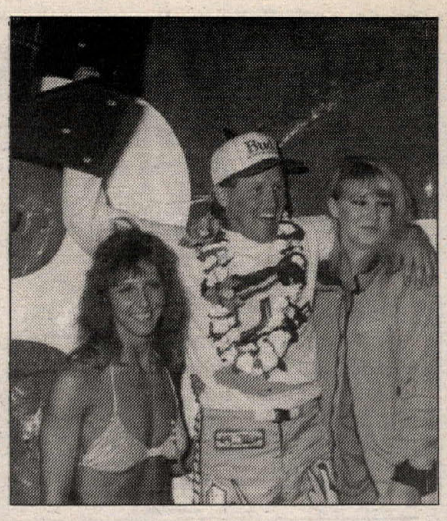
# DIRT TRACK AMA 600c National Championship Series: Final round



Mickey Fay (13) fended off the late-race charges of defending 600cc National Champion Chris Carr (1) to earn a popular win.



Fay and his wife Tracy (right) celebrated his first National win in years.

# Fay flies at Castle Rock

**By Derryl Anderson**
**Photos by Flat Trak Fotos**

CASTLE ROCK, WA, SEPT. 19

Team Harley-Davidson's Chris Carr clinched his fifth-consecutive 600cc National Championship Series title with a second-place finish at the Budweiser Castle Rock TT, but it was winner and local favorite Mickey Fay who was the man of the hour.

Fay, who hails from nearby Spanaway, Washington, captured the hearts of the crowd with a determined ride that saw him fend off the repeated late-race charges of Carr while nursing an ailing machine.

"This is great, this is my first National win since 1983," said an elated Fay. "I only race a few Nationals here and there, but this will definitely make next year's program a whole lot better."

Fay assumed the lead early in the race after holeshot artist Aaron Hill retired with mechanical failures, and the 33-year-old former Team Honda rider went on to lead every lap from that point on. Carr suffered a lackluster start and gained on Fay in the closing stages of the race, but was unable to find a way past.

Second was more than good enough for Carr, though, as he ended the series with a sizable point lead over series runner-up Larry Pegram who did not compete. Rex Fisher rounded out the top three positions and stood on the final step of the winner's box.

Fay earned $2500 of the $15,000 purse and received an additional $500 from an anonymous donor for ending Carr's 600cc National win streak.

### Time trials

Of the 62 riders who took qualifying laps, Carr rounded the track the fastest and along the way shattered the track record. Carr stopped the clocks at 21.90 seconds and eclipsed the record of 22.27 that he set at last year's event. Andy Tresser III was second fastest with a 22.03, while Rick Hocking and three-time Grand National Champion Jay Springsteen rounded out the four fastest qualifiers and would sit on the poles of their respective heats. Fisher and Randy Roose were fifth and sixth fastest, respectively, and would join Carr, Tresser, Hocking and Springsteen in the five-lap $3000 Budweiser Shootout.

### Heats

As fastest qualifier, Carr chose to start the first 10-lap heat race on the inside pole. Steve Hyson grabbed the holeshot ahead of Speedy Kell, Joe Kopp and Carr, but by lap two Kell had assumed the lead and Carr had passed Kopp for third. By lap four, Carr had turned up the wick and smoked past Hyson and Kell to take over the lead. At the finish, Carr led Kell, Hyson and Gary Strode across the line. Carr and Kell would head for the main, but the rest would have to compete in a semi.

Heat two saw Russ Yamamoto grab the initial lead over Fay, J.P. Simonsen and Ben Bostrom. Fay wasted little time and blasted into the lead, leaving Yamamoto to deal with a hard-charging Simonsen. On lap four, Simonsen went under Yamamoto, but got a little too close and made contact. Yamamoto went down and Simonsen flew off the groove. Bostrom, Dan Stanley and Andy Tresser were quick to react and slid past the floundering Simonsen. With that, the finishing positions were set and Fay led Bostrom into the main, while the others would have to try again.

John Wincewicz led the third heat until Rick Hocking and Jeff Annen tangled and brought out the red flag. On the restart, Hill grabbed the lead and led from start to finish. Wincewicz held on for second and a direct transfer, while Hocking and Randy Roose finished a close third and fourth, but out of luck.

The last heat saw a classic battle between Fisher and Springsteen. Fisher grabbed the holeshot and fended off the repeated charges of Springsteen throughout the race. At the finish, it was Fisher who prevailed and led Springsteen into the main. Brett Landes topped Mike Dillon in a battle for third, but both would compete in a semi.

### Semis

Three eight-lap semis that offered three transfer positions each rounded out the field for the National.

Rick Henson got the best of the competition in the first semi and led Tresser and Jeff Eklund into the main. Roose, Strode and Simonsen led the way in the second heat and earned spots in the show, while Kirk Strong, Hocking and Stanley earned the last three transfer spots in the third and final semi.

### Budweiser Shootout

Fast qualifier Carr again chose the inside pole at the start of the five-lap Budweiser Shootout, but it was Hocking who led the charge into turn one with Roose, Springsteen, Carr, Fisher and Tresser in hot pursuit. Roose overtook Hocking on lap two, while Carr began to work towards the front. By lap three, Carr had motored into second and began to hound Roose for the lead.

On the last lap, Carr charged into turn one and rode the outside line past Roose and into the lead. At the checkered flag it was Carr, Roose, Hocking, Fisher, Tresser and Springsteen. Carr pocketed $1500 for his five-lap sprint.

### National

When the 17 riders sped off the line at the start of the 25-lap National, Hill led Fay, Fisher and Springsteen through the first turn. Carr was caught sleeping and entered the first turn seventh.

While the leading foursome began to pull away, Carr went to work and began to pick off the riders ahead of him. By the fourth lap, Carr had moved up to fifth and began to reel in the lead pack. At the same time, leader Hill coasted off the track with a dead machine and Fay assumed the lead position.

Carr caught up to Springsteen on lap five, but it took six laps of probing to find his way past the former champ and into third. After passing Springsteen, Carr reeled in Fisher and shadowed him for two laps before making his move.

Carr stormed past Fisher on lap 14 and set out after Fay, who enjoyed a comfortable lead. After four perfect laps, Carr closed within a bike length of Fay, but couldn't find the advantage needed to take over first.

Fay held his lines and seemed to find just as much traction as Carr. Fay matched Carr move for move, even in the quick left- and right-hand turns before the jump that Carr is fastest through.

As the race wound down, it became apparent that the Maxima/Fardig Racing/Bell/Paul Peiroli/Lester's Machine/Rick Berry/JT USA/Vince and Jeannie Holt/Screwy Designs/Jim Roseth/Works Performance/Dirt Track Plates-sponsored Rotax 600 of Fay was out front for good.

Fay greeted the checkered flag with a three bike length lead over Carr, while Fisher and Springsteen finished in close formation a few seconds later.

While Fay took his victory lap, he repeatedly thrust his fists into the air and rode along the wall as the fans screamed their approval. At the end of his lap, Fay spun a few donuts for the crowd before dropping his bike and nearly jumping into the partisan crowd.

"It felt *so* great," said Fay. "I started to get a little nervous because my header pipe cracked on lap 18, just about the time that Carr caught me. It seemed to slow down, so I just held on and tried to ride the line with the most traction.

"The track was a little narrow and a lot harder than usual, but I'm not going to complain."

"I'm happy for Mickey, he rode really well," said Carr, ever gracious in defeat. "I didn't get a great start and it took me a while to work through the pack. I was being a little careful and I didn't want to take any unecessary chances and get hurt before the last two Camel Pro races."

### Junior National

David Anderson grabbed the holeshot at the start of the 15-lap Junior National, with Jake Zamke, Gary Strode and Ryan Anderson giving chase. Strode lost control and crashed in turn one, leaving Ryan Anderson nowhere to go but over the bars. Ryan Anderson took a trip to the hospital to get stitches in his lip, while the others lined up for the restart.

David Anderson again had the fastest clutch hand and led Zemke through turn one. Brett Landes started third and came to life on lap two. Landes sailed past Anderson and Zemke as he negotiated the jump and took over the point position.

On lap five, Ron Brown passed Zemke in three and four, as did Simonsen one lap later. Brown also got past Anderson and into second, but by that time Landes was long gone.

With two laps to go, Simonsen zapped Anderson, who crashed a few seconds later in the turn approaching the jump. Zemke plowed into the downed Anderson, went over the bars and suffered a broken hand. The red flag flew on the last lap, thus giving everyone five more laps to compete.

At the restart, Landes was not about to surrender his lead and shot off the line ahead of Simonsen, Russ Yama-

moto and Brown. Brown nipped Yamamoto for third, but other than that, the finishing positions were set. Landes crossed the checkered flag in first, ahead of Simonsen, Brown and Yamamoto.

"I just tried to stay cool and ride smart," said Landes, who lists his sponsors as Lillie R&D, AXO, Arai, Zoom and Motion Pro.

### Pro-Am

Jeff Anderson grabbed the holeshot at the start of the main and never looked back as he extended his lead to a full straightaway over the rest of the pack. Matt Holden finished second, ahead of Jeff Rister, Willie Halbert and Eric Rickman. CN

### Results

**TIME TRIALS:** 1. Chris Carr (21.90 seconds); 2. Andy Tresser III (22.03); 3. Rick Hocking (22.07); 4. Jay Springsteen (22.08); 5. Rex Fisher (22.09); 6. Randy Roose (22.12); 7. Mickey Fay (22.22); 8. Joe Kopp (22.22); 9. Speedy Kell (22.30); 10. Dan Stanley (22.30); 11. Aaron Hill (22.32); 12. Ronald Brown (22.34); 13. Brett Landes (22.36); 14. John Winouwig (22.39); 15. Russ Yamamoto (22.42); 16. Mathew Wait (22.43); 17. Gary Strode (22.43); 18. J.P. Simonsen (22.46); 19. Kirk Stong (22.48); 20. Mike Dillon (22.50); 21. Shane Butchart (22.51); 22. Jeff Annen (22.54); 23. Ben Bostrom (22.56); 24. Stephen Hyson (22.57); 25. Don Wilson (22.59); 26. Stephen Mayfield (22.60); 27. Rick Hensen (22.62); 28. Charlie Brown (22.62); 29. Jake Zemke (22.63); 30. Tim Selby (22.63); 31. Scott McPherson (22.68); 32. Jeff Eklund (22.71); 33. Ryan Anderson (22.73); 34. Richad Facciano (22.73); 35. David Anderson (22.74); 36. Paul Iwanaga (22.77); 37. Allen McBee (22.80); 38. Delbert Schnitzer (22.81); 39. Jaime Aguilar (22.84); 40. Ron Waters (22.88).

**HEAT 1:** 1. Chris Carr (H-D); 2. Speedy Kell (W-R); 3. Steve Hyson (Hon); 4. Gary Strode (Rtx); 5. Joe Kopp (Hon); 6. Jeff Eklund (Rtx); 7. Don Wilson (Rtx); 8. Ryan Anderson (W-R); 9. Ron Waters (Rtx); 10. Eric Green (Yam); 11. Paul Polhemus (W-R); 12. Matt Wait (Rtx).
**Time:** 3 minutes, 19.65 seconds.

**HEAT 2:** 1. Mickey Fay (Rtx); 2. Ben Bostrom (Rtx); 3. Dan Stanley (Rtx); 4. Andy Tresser III (W-R); 5. J.P. Simonsen (Hon); 6. Steve Mayfield (Rtx); 7. Chris Staley (W-R); 8. Scott McPherson (Rtx); 9. Rich Facclano (W-R); 10. Jose Aguilar (Rtx);11. Joe Pineda (Rtx); 12. Russ Yamamoto (W-R).
**Time:** 3:20.08.

**HEAT 3:** 1. Aaron Hill (Rtx); 2. John Wincewicz (Rtx); 3. Rick Hocking (Rtx); 4. Randy Roose (Rtx); 5. Rick Henson (Hon); 6. Kirk Strong (Rtx); 7. David Anderson (Rtx); 8. Del Schnitzer (Rtx); 9. Jeff Annen (W-R); 10. Tim Selby (W-R); 11. John Clayton III (Hon); 12. Jeff Russell (Rtx).
**Time:** 3:21.09.

**HEAT 4:** 1. Rex Fisher (W-R); 2. Jay Springsteen (H-D); 3. Brett Landes (W-R); 4. Mike Dillon (W-R); 5. Shane Butchart (Rtx); 6. Charlie Brown (Rtx); 7. Ron Brown (W-R); 8. Allon McBee (W-R); 9. Jake Zemke (W-R); 10. Paul Iwanaga (Hon); 11. Todd Davies (W-R); 12. Dan Argano (Rtx).
**Time:** 3:19.73

**SEMI 1:** 1. Henson; 2. Tresser; 3. Eklund; 4. Brown; 5. Dillon; 6. Schnitzer; 7. Clayton; 8. Iwanaga; 9. Wait; 10. Waters; 11. Staley; 12. Aguilar; 13. Hyson.
**Time:** 2.37.68

**SEMI 2:** 1. Roose; 2. Strode; 3. Simonsen; 4. Wilson; 5. Brown 6. Landes; 7. Selby; 8. McPherson; 9. Zemke; 10. Pineda; 11. Argano; 12. Anderson; 13. Green; 14. Jeff Russell.
**Time:** 2:37.25

**SEMI 3:** 1. Strong; 2. Hocking; 3. Stanley; 4. Annen; 5. Facciano; 6. Kopp; 7. Yamamoto; 8. McBee; 9. Butchart; 10. Polhemus; 11. Anderson; 12. Davies; 13. Mayfield.
**Time:** 2:37.74

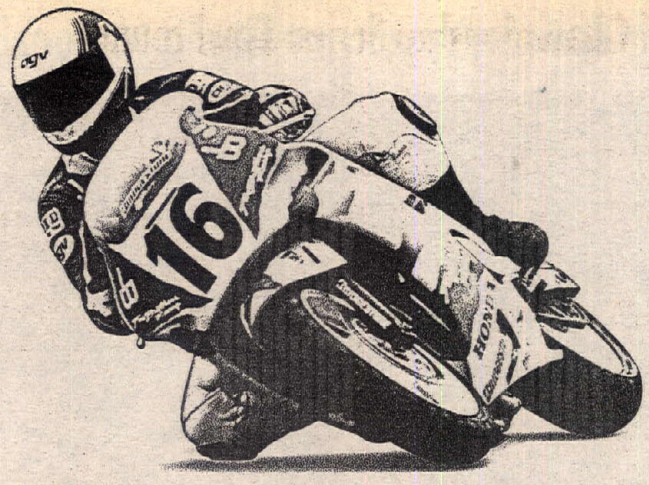
**NATIONAL:** 1. Mickey Fay (W-R); 2. Chris Carr (H-D); 3. Rex Fisher (W-R); 4. Jay Springsteen (H-D): 5. Speedy Kell (Rtx); 6. John Wincewicz (Rtx); 7. Randy Roose (Rtx); 8. Dan Stanley (Rtx); 9. Andy Tresser III (Rtx); 10. Ben Bostrom (Rtx); 11. Rick Henson (Hon); 12. J.P. Simonsen (Hon); 13. Rick Hocking (Rtxd); 14. Jeff Eklund (Rtx); 15. Kirk Strong (Rtx); 16. Gary Strode (Rtx).
**Time:** 8.51.88

**JR NATIONAL:** 1. Brett Landes (W-R); 2. J.P. Simonsen (Hon); 3. Ron Brown (W-R); 4. Russ Yamamoto (W-R); 5. Shane Butchart (Rtx); 6. Ben Bostrom (Rtx); 7. Troy Rose (Yam); 8. David Anderson (Rtx); 9. Rich Facciano (W-R); 10. Gary Strode (Rtx); 11. Jake Zemke (W-R); 12. Ryan Anderson (W-R).

**PRO-AM:** 1. Jeff Anderson (Hon); 2. Matt Holden (Rtx); 3. Jeff Rister (Rtx); 4. Willie Halbert (Rtx); 5. Eric Rickman (Rtx); 6. Mike Harritt (Rtx); 7. Rick Burchett (Hon); 8. Jason Enderson (Rtx); 9. Jerry Browning (Rtx); 10. Dave Stering (Rtx); 11. Steve Puczinski (Yam); 12. Bruce Scott (Hon).

**FINAL AMA 600cc NATIONAL C'SHIP SERIES POINT STANDINGS:** 1. Chris Carr (96); 2. Larry Pegram (52); 3. Aaron Hill (51); 4. James Hart (30); 5. Dan Ingram (27); 6. Mike Hale (26); 7. Rich King (24); 8. Steve Morehead (23); 9. Dave Durelle (22); 10. Georgie Price IV (21); 11. Mickey Fay (20); 12. Andy Tresser (18); 13. Ben Bostrom (14); 14. (TIE) Scott Parker/Paul Polhemus Jr./Jeff Eklund/Randy Roose/Rex Fisher (13); 19. Jay Springsteen (12); 20. (TIE) Dan McDonnell/Cory Perreault/Steve Beattie (11).

**FINAL AMA JUNIOR NATIONAL C'SHIP SERIES POINT STANDINGS:** 1. James Hart (136); 2. Tim Selby (123); 3. Ben Bostrom (91); 4. Kevin Varnes (82); 5. Roy Hart Jr. (68); 6. Jaime Aguilar (59); 7. Jess Roeder (47); 8. (TIE) Ty Howard/Chad Barth (45); 10. Brett Landes (40); 11. Brent Armbruster (39); 12. Bart Schmulbach (38); 13. Allon McBee (36); 14. John Resso III (34); 15. J.P. Simonsen (32); 16. (TIE) Bret Beyer/Alan Eadie (30); 18. Ray Dugan (28); 19. (TIE) Ryan Anderson/Bill Newkirk (26).

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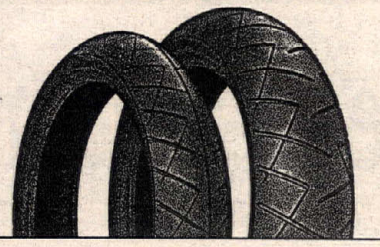

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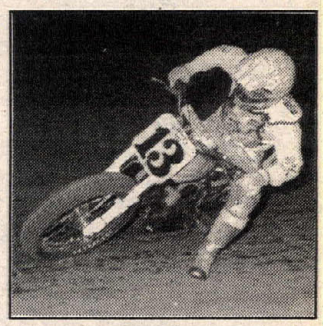

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# CROSS COUNTRY AMA Wiseco/Yamaha/Yokohama Grand National Cross Country Series: Round 10

Steve McSwain (16), Doug Blackwell (5), Duane Conner (2) and Ed Lojak (50) fight for the early lead in the Pro class.

Steve Hatch crossed the finish line three minutes behind Hrehor for second overall.

Jan Hrehor scored his first-ever GNCC overall victory at the Hardrock 100.

# Czech and mate for Hrehor, Hatch

By Davey Coombs

FAIRMONT, WV, SEPT. 20

The 10th round of the Grand National Cross Country Series proved to be a historic one for both motorcycle manufacturer Suzuki and the nation of Czechoslovakia, as Jan Hrehor stormed to the overall win at the Hardrock 100. Hrehor, piloting a Suzuki RMX250, became the first non-American to win a round of the GNCC series and only the second rider in off-road history to win an AMA National Reliability Enduro, National Hare Scrambles and GNCC overall in the same season. And with teammate Steve Hatch finishing second overall, Suzuki was able to claim the top two positions at a cross country National for the first time ever.

"I felt that today would be a good day when I went to the starting line and saw that the organizers had placed a Czech flag by some others along the starting line," said Hrehor. "That was a good sign at first but then I realized that it was upside down and maybe a bad sign. Now I know that it was good."

Hrehor bettered New York's Hatch by just under three minutes in a race that lasted two hours and 54 minutes. Finishing third overall was KTM America's Jeff Russell, the defending AMA National Enduro champ and the only other rider to pull off a National Enduro, Hare Scrambles and GNCC win in one season ('91). Doug Blackwell placed fourth in the final tally with Vet A class winner Tim Shephard a surprising fifth overall.

Joining Hrehor and Shephard at the top of the class results were sixth overall Gene Onail (250cc A), seventh-overall finisher Jared Green (Four-Stroke A), Robert Tominello (200cc A), and Yamaha pilot Tom Harris (Open A).

Honda's Scott Summers, who has already wrapped up his third-straight cross country series title, was an early drop-out when his motorcycle heat-seized after the drain plug fell out of his normally bullet-proof XR600. And Scott Plessinger, the KTM rider who is currently challenging Summers for the National Hare Scrambles title, passed on the Hardrock event in order to prepare for the upcoming Indiana National Hare Scrambles.

The Hardrock event, located in northern West Virginia, is notorious for its rocky terrain and difficult hillclimbs. The centerpiece of this year's course was a three-route quarter-mile climb, with each level named according to its difficulty factor: Papa Hill, Mama Hill and Baby Hill. After several top riders became entangled with one another at the top of Papa Hill, only a few of the nearly 200 entered riders tried the steepest (and shortest) line to the top, Hrehor among them. The entire course measured approximately 10 miles per lap in length and lap times hovered around the 26-minute mark throughout the seven-lap race.

Steve McSwain blasted into the early lead when the green flag dropped to start the event. McSwain was competing aboard a '93 Suzuki RM250 after recently ending his affiliation with Kawasaki Team Green. McSwain's former teammate Doug Blackwell was hot on his heels, while Summers, Hatch and Duane Conner all collided in the second corner. Hrehor's luck started out poorly as he four-kicked his machine to life when the green flag dropped, leaving him last in the Pro class.

By the time the leaders hit the two-mile marker, Summers was holding on to the top position and was showing no signs of the wrist injury that has troubled him throughout the summer. He attacked the Papa Hill successfully and was 30 seconds clear of the rest of the field when disaster struck.

"The bike completely locked up at the six-mile mark," said Summers. "It appears that the drain plug was loose and just spun itself out. The oil ran out and it just came to a stop. It's just one of those things that happens every now and then. That was a sobering experience, but I'm just glad it happened now when I don't need the points rather than when I'm in contention for a title.... like next week."

Summers walked to a checkpoint and received a ride back to the pits. He returned to the bike with a bottle of oil and a plug and was able to get back into the race for a few late laps with the leaders.

As Summers stood on the side of the track, Hatch and Hrehor raced past him and into the lead positions. A stack-up at the Papa Hill was instigated by Terry Cunningham, who flipped his Kawasaki KDX200 at the top of the incline. That briefly trapped Conner, Russell and several other early contenders in the middle of the hill and allowed the Suzuki duo to get away before anyone could recover.

At the end of the first lap Hatch was 13 seconds ahead of Hrehor, while Russell held third at a 35-second deficit. Conner, Blackwell, McSwain and Gary Roach filled in the chase positions.

Before the completion of the second lap, Hrehor worked his way into the lead and settled into an early pace that allowed the charging Russell back into the chase.

"I came up on Jan and Steve and they were just kind of cruising," said Russell. "I was really glad to see that, because it gave me a chance to catch my breath and settle down a little, but after everyone gassed we really took off, especially Jan."

Hrehor waited until the fourth lap to try to make a break from Hatch and Russell. Within one lap he held a lead of 21 seconds; by the end of the race he had extended his comfort zone to nearly three minutes.

"The track and the bike worked very well for me and I am happy to win two in a row," said the 28-year-old Hrehor, adding his recent Pennsylvania hare scrambles win to his first-ever GNCC overall victory. "I was starting to think that I might not ever win, but now I hope that I have made Suzuki very happy for helping me come here."

The last time a Suzuki won a GNCC overall was in1988.

Hatch's runner-up finish was a career-best cross-country finish for him as well; he was just more than two minutes ahead of Russell at the checkered flag. For his own part, Russell partially blamed his sudden fifth-lap fade on a blown rear shock that made circulating the Hardrock course a painful experience.

"My back hasn't felt like this in a long time," said Russell, who was using the race to prepare for the upcoming National Enduro stretch run. Blackwell finished fourth overall after experiencing some bike problems of his own. Fifth in the class went to Conner.

Shephard's inspired performance in the Vet A class marked a season-high finish for the 33-year-old Yamaha pilot. The Ohio resident managed to build himself a lead of over seven minutes on Rick Kresic in the Plus-30 class. Third-place went to Jeff Murgel.

Kawasaki-mounted Gene Onail stormed to sixth overall and the 250cc A class win. The 24-year-old Ohio rider held

a sizeable lead on class runner-up Dwain Miller at the end of the run. Miller was another four minutes ahead of Duane Sprouse, the third-fastest 250cc A rider.

Robert Tominello returned to form in the 200cc A class and his win moved closer to claiming the class title. Series rival Chad Froman finished right on Tominello's heels in the closest class battle of the day. Tominello led throughout the contest, but Froman's late-race surge brought him to within two bikelengths of the race win. Jeff Lauth rounded out the top three in the class.

Almost as close was the Four-Stroke A class. Honda pilots Jared Green and Steve Holbert battled with Suzuki's Mark Hyde, until Hyde was forced out of the contest with a flat tire. Green and Holbert then turned their attentions to one another and took the fight all the way to the finish line. Green won by just four seconds, as he and Holbert climbed into seventh and eighth overall, respectively, career-highs for each rider. Mike Decherd was the third-fastest thumper rider.

Terry Mealer topped the Senior +40 class with a win that was more than seven minutes over Joseph Hull. Alan Brutto placed third in the final tally. The Senior +45 division was conquered by John Gallagher, who bettered Joe Lojak by just 14 seconds in another narrow class battle. Dave Dehner raced to third in the final results.

Fastest of the +50 Super Senior riders was Dave Coombs Sr. The Yamaha rider completed six laps en route to winning by six minutes over perennial favorite Harry Greenlee. Richard Uchic rounded out the top three in the class. The leader in the Masters +55 group was Donald Harless.

Tom Harris won the Open A class with an advantage of just over two minutes on series points-leader Ron Palermo. Each rider completed all seven laps and finished in the top 20 overall; Harris scored 12th and Palermo 14th. John Vincent finished third on the day. CN

## Results

**O/A:** 1. Jan Hrehor (Suz); 2. Steve Hatch (Suz); 3. Jeff Russell (KTM); 4. Doug Blackwell (Kaw); 5. Tim Shephard (Yam); 6. Gene Onail (Kaw); 7. Jared Green (Hon); 8. Steve Holbert (Hon); 9. Gary Roach (Hon); 10. Rob Tominello (Kaw); 11. Chad Froman (Kaw); 13. Rick Kresic (Yam); 14. Ron Palermo (Yam); 15. Jeff Murgel (Kaw); 16. Dwain Miller (Kaw); 17. Jeff Lauth (Kaw); 18. Duane Sprouse (Suz); 19. Mike Dechard (Hon); 20. Todd Morain (Hon).

**PRO O/A:** Hrehor; 1. Hatch; 2. Russell; 3. Blackwell; 4. Roach; 5. Duane Conner (Kaw).

**OPEN A:** 1. Harris; 2. Palermo; 3. John Vincent (Yam); 4. Carl Dennis (Yam); 5. Richard Moyer (ATK).

**250 A:** 1. Onail; 2. Miller; 3. Sprouse; 4. Eric Weiland (Yam); 5. Brian Keegan (Yam).

**200 A:** 1. Tominello; 2. Froman; 3. Lauth; 4. Morain; 5. Michael Burk (Yam).

**4/STRK A:** 1. Green; 2. Holbert; 3. Decherd; 4. Gallie Ward (Hon); 5. Don Bohn (KTM).

**VET A:** 1. Shephard; 2. Kresic; 3. Murgel; 4. Darryl Kuenzer (Yam); 5. Mike McCarren (Yam).

**SR +40:** 1. Terry Mealer (Yam); 2. Joseph Hull (Yam); 3. Alan Brutto (Kaw); 4. Larry Bollinger (Yam); 5. Shelby Murray (Yam).

**SR +45:** 1. John Gallagher (KTM); 2. Joe Lojak (Yam); 3. David Dehner (Kaw); 4. Stephen Elbon (Suz).

**SUP SEN:** 1. Dave Coombs (Yam); 2. Harry Greenlee (Yam); 3. Richard Uchic (Yam);

**MSTR:** 1. Donald Harless (Yam); 2. Johnny Lee (Kaw); 3. Earnest Huffman (KTM).

**OPEN B:** 1. Richard Lukaesko (Hon); 2. John Sherry (Kaw); 3. Shawn Brell (Yam); 4. Daniel Palermo (Yam); 5. Allen Nelson (Yam).

**250 B:** 1. Clint Bardonner (Yam); 2. Mike Busch (Kaw); 3. Jody Main (Yam); 4. Ted Haddix (Kaw); 5. Mike Wood (Yam).

**200 B:** 1. Robin Spacht (Kaw); 2. Anthony Glasso (Yam); 3. Rob Thompson (Kaw); 4. Chuck Woodfrod (KTM); 5. Daryl Gaitan (Kaw).

**4/STRK B:** 1. Mike Treadway (Hon); 2. Perry Peters (Hon); 3. Mark Martin (Hon); 4. Mark Niggemyer (Hon); 5. Joe Yernaux (Hon).

**VET B:** 1. Vance Earl (Yam); 2. Jeff Lane (Hon); 3. Greg Rzeplinski (Yam); 4. Wes Ault (Yam); 5. Donald Bigley (Yam).

**LWT C:** 1. Kevin Myers (Yam); 2. T. Reese Jones (KTM); 3. Jon Burris (Hon); 4. Andrew Thorn (Yam); 5. John Bennett (Yam).

**HWT C:** 1. James Rodgers (Kaw); 2. David Gaitan Jr. (Hus); 3. Norman Stout Jr. (Kaw); 4. Paul Stoop (Hus); 5. Jeffrey Sherry (Hon).

**YTH:** 1. Shawn Belville (Kaw); 2. Matthew Yukevich (Suz).

**AMA WISECO/YAMAHA/YOKOHAMA/GNCC SERIES POINT STANDINGS:** 1. Scott Summers (159); 2. Doug Blackwell (Kaw); 3. Scott Plessinger (115); 4. Gene Onail (92); 5. Jan Hrehor (87); 6. Duane Conner (83); 7. Gary Roach (81); 8. Johnny Robbins (79); 9. Tim Shephard (71); 9. Tom Norton (71); 11. Fran Keegan (70); 12. Jeff Russell (69); 13. Robert Tominello (68); 14. Joel Andrews (62); 15. Chad Froman (54); 15. Jeff Murgel (54); 17. Terry Cunningham (53); 18. Tom Harris (44); 19. Jimmie Eriksson (41); 20. Larry Roeseler (33).

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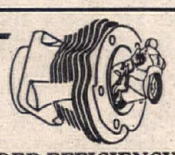

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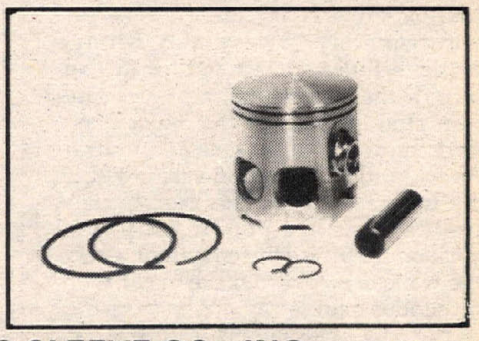

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# HILLCLIMB AMA National Championship Hillclimb Series: Round 6

Tim Frazier flew his BSA up the Iron Horseman hill to win the 800cc class.

Lou Gerencer begins his winning run up the hill en route to the 540cc class win.

# Frazier, Gerencer ace Iron Horseman

By Tim Hall

MIDDLEBURY, IN, SEPT. 20

The Iron Horseman Motorcycle Club hosted its fall running of the shortest and possibly most challenging hill on the AMA Pro Hillclimb Series. Series points-leader Tim Frazier brought home top honors in the 540cc class, while his father-in-law, Lou Gerencer Sr., did the same in the 800cc class and jumped to sixth overall in the series. Less than 200 feet from start to finish, the Iron Horseman hill got the best of many of its challengers and left no doubt as to its difficulty.

The field of competitors was thinner than it was at the season opener, which was held at the same location. In the 800cc class, Mark Swem, Doug Klont, Tom Chatterton and Lou Gerencer Jr. all missed the event due to injuries. Unfortunately, Swem and Klont's injuries will leave them out for the balance of the season. Leon Everett and John Hislop, both in the 540cc class, were injured last week at Bushkill Valley, and it's uncertain if they'll be able to compete again this year. Luckily, despite some eye-popping flips and spills on the Iron Horseman hill, everyone walked away from the event without serious injury.

The 540cc class opened up the day, with the top timing lights set at 145 feet. The mark was lower than it was at the June event, and that suited the riders just fine. The hill had a steep jump at 30 feet and resumed its angle at 90 feet. Riders had to ride full-throttle when they touched down to set a competitive time.

"The angle over the top of the hill is so steep that the farther you jump out, the farther you are off the ground," said Lou Gerencer Jr., whose back injury relegated him to the role of spectator. "To leave the throttle open through the lights at any higher position makes you catch a lot of air. I've bent my frame about three times here, but it shouldn't be too bad today."

Mike Pulver started the day off on a fresh hill with a cleanly executed 3.6283-second run. Rookie Aaron Brown backed off the throttle at the 135-foot mark, costing him about a 10th of a second. Brown turned in a 3.7219-second run. Scott Everett cut a swift time of 3.5283 on his Triumph, setting the fast time for Frazier to challenge on his BSA. Frazier, president of the AMA Pro Hillclimb Association, didn't pull it off as he got a sluggish start and barely cleared the second breaker to turn a 3.6094-second pass.

Paul Pinsonnault, who is currently second place in the point-standings, had similar troubles in round one. Pinsonnault got a clean start and his Honda bested Frazier's time, but left Everett out in front by three-hundredths of a second.

"My start felt good," Pinsonnault said. "On the first breaker I clipped something and it threw me a little crooked in the air, but I managed to straighten out with the throttle and a little body English. The hill is a lot softer than I thought."

The only other rider in the round to challenge Everett's time was Alan Hoskins on his Honda, with a clean 3.5554-second run at the hill. Hoskins had so much speed out of the hole that he easily cleared the second breaker.

Top-five riders Ted Wilkins and Steve Dresser both had sluggish runs; Wilkins suffered clutch problems at the 110-foot mark, and Dresser caught too much air on the jump. The round ended with Everett, Pinsonnault, Hoskins, Frazier and Brown holding the top five spots.

The 800cc bikes began with the hill slightly rutted from the earlier runs. Gerencer Sr. was the first 800cc rider to get under four seconds, with a 3.3874 time. Team USA's Randy Gabriel came close with a 3.646-second run on his Harley-Davidson. Charlie Casey, winner of the June event, couldn't repeat his winning performance in round one. Casey got a clean holeshot but fell on the recovery and stopped at 75 feet. Wade Williams had a promising start but landed sluggishly through the breaker and clocked a time of 3.8058 seconds. Jeff Yoder had a spectacular run, jumping too high and landing at the 90-foot mark with the rear wheel kicked out to the right. When Yoder regained control he was far out of bounds on the left side, and he knocked out the timing light and sent his Harley flying riderless into the woods.

Harry Schreiber's Harley looked smooth but turned a 3.7707-second time, leaving leader Gerencer with a comfortable margin. Gerencer's time stuck throughout the round. Greg Williams topped the hill with a 3.5836-second climb aboard his Honda. The last rider in the class was Team USA's leader Tom Reiser. His Harley jumped just high enough to hook up perfectly on the back side of the second breaker, setting up a 3.4060-second pass. The round ended with Gerencer Sr., Reiser, Williams, Gabriel and Schreiber in first through fifth, respectively.

The second and final run in the 540cc class saw Mike Pulver unable to beat his round one time, leaving him down in the pack. Brown, who was in fifth place, also faltered on his second run after spending too much time in the air. Everett, who was in front in the first half, couldn't improve his time and left the round with four of the class' top five riders yet to make their final runs. Fourth after the first round, Frazier made good on his second attempt, lining up in an established rut, clearing the jump and topping the hill in 3.4804 seconds.

"I didn't change anything from the first round, but then I spun too much because I set up in a new track," Frazier said. "The second time, I set up in a rut, got a better start off the line and got a better launch on the hill."

**Steve Dresser launched his Suzuki to seventh place in the 540cc class.**

Pinsonnault had trouble on his final run. As he landed from the jump, his back wheel whipped slightly to the right. Pinsonnault recovered quickly, but his bobble cost him at least a tenth of a second, and he turned in a weak 3.6866-second time. Wilkins improved on his time by a half-second but couldn't break the 3.8 mark. Dresser had a good run going but dropped a chain at 140 feet and Hoskins crashed after the jump. The day ended for the 540s with Frazier, Everett, Pinsonnault, Hoskins and Pulver in front.

At this point, ruts running both up the hill and across the hill from various out-of-bounds runs were deeply established on the course. Gabriel improved his time by clearing the jump and nearly going off the course to the left, turning in a 3.5408-second run. Williams landed hard on the second hill, bouncing him out at 80 feet. Schreiber lined up in the center on his Harley, but was thrown far to the left off the jump and nearly went out of bounds. Schreiber saved it though, hooking up nicely at the 80-foot mark and setting the best time with a 3.2978-second pass.

The balance of the round went without anyone threatening Schreiber's time until Gerencer Sr. took his second pass. Gerencer Sr. chose one of the established ruts for his stunning round-two start.

"I turned the throttle on harder this second run," said Gerencer Sr. "The first run I didn't turn it on all the way, because I didn't want to jump too high. I knew that wasn't fast enough, so I cranked it a little harder, and then shut it off (on the jump). It seemed to work!"

No one left in the round could improve on Gerencer's run, including Steve Krauter. Krauter put all he had into his run, but his bike got too vertical on the jump and barrel-rolled out of bounds. Williams also lined up in a rut, but couldn't make up for positions lost when Gerencer took the top spot. Despite the relatively poor finishes by Wade and Greg Williams, their consistent performance left them in first and second, respectively, in the point standings. The day ended with Gerencer, Schreiber, Reiser, Gabriel and Greg Williams on top. CN

**Results**

**540:** 1. Tim Frazier (BSA); 2. Scott Everett (Tri); 3. Paul Pinsonnault (Hon); 4. Alan Hoskins (Hon); 5. Michael Pulver (Kaw); 6. Aaron Brown (Hon); 7. Steve Dresser (Suz); 8. Ted Wilkins (Rtx); 9. Ralph Kreeger (Tri); 10. Leland Rooney (Hon); 11. David Duncan (Hon); 12. Randy Dillon (Hon); 13. Paul Garrety (BSA); 14. Michael Everett (Tri).

**800:** 1. Lou Gerencer Sr. (H-D); 2. Harry Schreiber (H-D); 3. Tom Reiser (H-D); 4. Randy Gabriel (H-D); 5. Greg Williams (Hon); 6. Wade Williams (Hon); 7. Bruce Ramsey (Hon); 8. Charlie Casey (Yam); 9. Dave Overhulser (Kaw); 10. Steve Krauter (H-D); 11. Gary Miller (H-D); 12. Jeff Yoder (H-D); 13. Robert Castledine (H-D).


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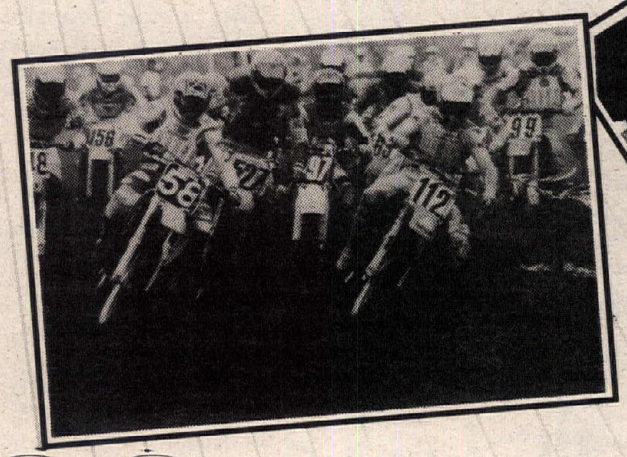

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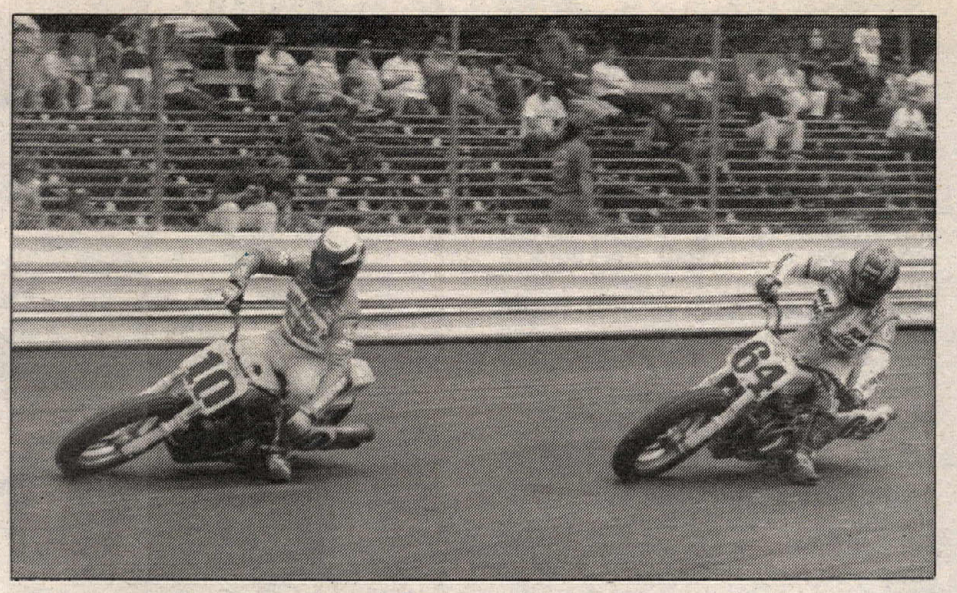
# FLAT TRACK Motorcycle Asphalt Racing Series: Final round

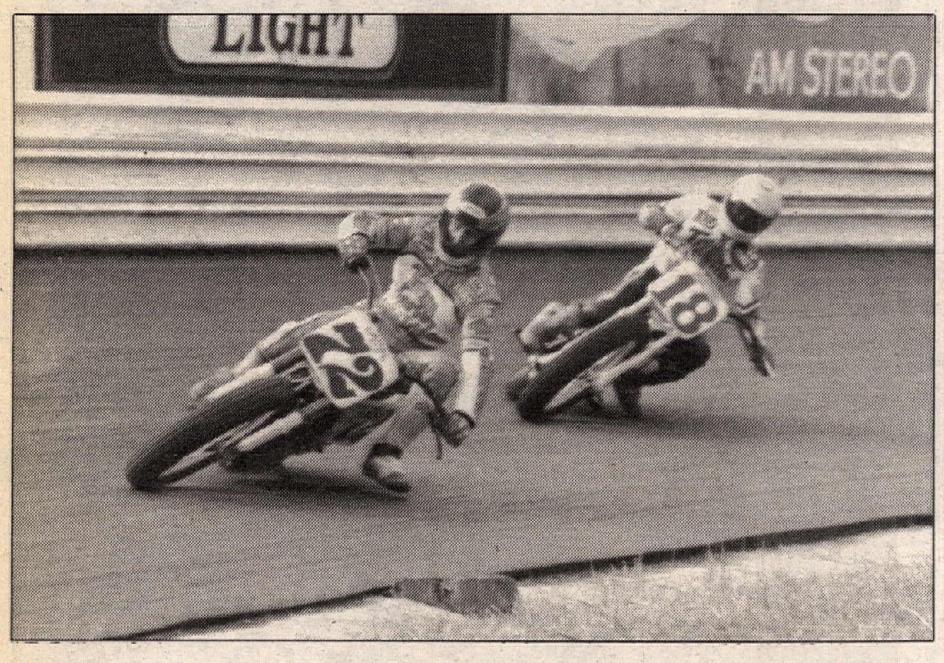
Gordon Schopieray (64), Larry Pegram (72), George Roeder II (66) and Terry Poovey (18) dove into turn one at the start of the 750cc main event.

PHOTOS BY GREG LARRIMORE



Greg Sims (10) lapped Gordon Schopieray (64) late in the 750cc main event while charging to a strong second-place finish. Schopieray finished 12th.

Larry Pegram (72) won every race that he competed in and clinched the MARS championship. Terry Poovey (18) finished second in the 600cc class.




# Pegram all aces on Asheville asphalt

ASHEVILLE, NC, SEPT. 20

Just one week after writing his second-career Grand National win into the record books at the Fresno Mile, Larry Pegram took to the pavement and earned the Motorcycle Asphalt Racing Series (MARS) title by winning both the 600 and 750cc main events at the Carolina Harley-Davidson Dealers-sponsored Great Smoky Mountains National Championship, held on Asheville Speedway's half-mile paved oval.

"I'm surprised and happy," said Pegram of winning the MARS championship. "I'm the third different champion in three years — there's no dominant force in this type of racing and that gives privateers a chance to win a major race. I like that."

Pegram may have been a bit modest when he stated that there was no dominant force, as the 20-year-old Ohio native easily won every race that he competed in aboard his Texas H-D/Sponseller Racing/KK/Shoei/SuperTrapp/Quaker State/Tsubaki/MJ USA/Troy Lee Designs/Smith/Sunoco-backed Harley-Davidsons. Besides earning $1000 in the 600cc class and $2300 for his 750cc win, Pegram also claimed the biggest chunk of the prize money in the 600 and 750cc Dash For Cash races.

Harley-Davidson pilots Terry Poovey and Robert Lewis followed Pegram across the finish line in the 600cc class, while Greg Sims and Steve Burkholder motored their Harley-Davidson XR750s home second and third, respectively, in the 750cc class. Will Davis, the 1990 MARS Champion and points leader entering the race, did not compete due to injuries incurred earlier in the year at the Indy Mile round of the Camel Pro Series, and 1991 MARS Champion Rusty Rogers opted to sit out the final round in order to concentrate on the remaining Camel Pro races.

Also featured at the concluding round of the series was a Harley-Davidson 883 Sportster class. Defending AMA Harley-Davidson Twin Sport Road Race National Champion Scott Zampach brought out his Don Tilley-sponsored Harley and whipped the field. Dirt tracker Durelle finished a close second, just ahead of Camel Pro Series veteran Steve Morehead.

The race was scheduled to have taken place on Saturday, but rain delayed the event until the following day.

### 600cc

The first 10-lap 600cc heat was red-flagged when Jim Hinthorn crashed hard and was transported to the hospital with facial lacerations, bruised kidneys and a bruised liver. After a two-day stay in the hospital, Hinthorn was released with a clean bill of health.

On the restart, Pegram rocketed off the line with the lead and was never challenged. Kris Kiser completed the first lap in second, but fell victim to an inside pass by Durelle on lap two. With that, the finishing order was set and Pegram and Durelle headed directly for the main. Third-place finisher Kiser, along with the rest of the field, would have to compete in a semi.

"I just rode as smooth as possible," said Pegram. "Momentum is important because the track is so round."

Like Pegram did in heat one, Poovey sped off the line in the second heat with the lead and was never headed. Morehead glued himself to Poovey's rear fender and stayed there for the duration of the race, while Georgie Price finished third but out of luck.

Everything is working real good," said Poovey. "You can ride just about anywhere on the track."

Erik Graybeal grabbed the holeshot in the third and final heat race and led for seven laps before falling prey to a hard-charging Lewis. Lewis motored past the early leader on the beginning of the eighth lap and went on to notch the win. Graybeal held on to second and a direct transfer.

"It was a smooth ride," said Lewis. "I just cruised around on the bottom and waited for a hole."

Two 10-lap semis that each offered three transfer positions rounded out the 12-rider main. Dave Hebb led Burkholder and Kiser across the line in the first semi, while James Hart, Price and Brian Strong finished 1-2-3 in the second semi.

With that, the stage was set for the 15-lap main. Just as he did in his heat, Pegram timed the starting lights perfectly and led Poovey, Lewis, Durelle and Graybeal through the first turn. Though the track offered consistent traction throughout, most of the riders chose to use the same line and a freight train was the result. With the exception of Morehead, who zapped Graybeal on the last lap for fifth, the top positions were set. Pegram led every lap of the race, while Poovey tried unsuccessfully to find a way past. Lewis held on to third ahead of Durelle and Morehead.

Once I got the holeshot I knew that I had it in the bag," said Pegram. "I knew that no one would be able to find a way past. I saw Terry close for the first few laps so I turned it up a bit."

"I was trying so hard to catch Larry that I dragged the frame rails and the wheels came off the ground," said Poovey. "Then I figured that second was better than crashing."

"I wore out the front tire trying to catch Poovey," said Lewis. "Then I kept losing my front end and had to worry about holding off Durelle."

### 750cc

Pegram carried his small-bore success into the 750cc class by easily topping the first 10-lap heat race that offered four direct-transfer positions. Chasing Pegram the whole way was none other than Poovey, while Burkholder and Jess Roeder rounded out the top four in single-file fashion.

"I think that the 750 is harder to ride, it's more physically punishing," said Pegram. "The lines are the same, though. I think I should be able to win the main."

Durelle did the deed in the second heat and led from start to finish. Hebb held down second early in the race but couldn't hold off a determined Sims. Durelle led Sims, Hebb and Price, across the finish line and into the main.

"Its a demanding track, that's for sure," said Durelle. "I think the 750 is easier to ride than the 600 because of the power."

A single 10-lap semi would send four riders to the main and the rest to the stands. Tony Donahue was fastest off the line, but George Roeder II was the fastest on the track and blitzed by and into the lead for good. Donahue fought off the repeated charges of Paul Crumling to hold on to second, while Gordon Schopieray finished a close fourth.

"We've been changing things all day," said Roeder. "I'm still not satisfied with the setup, I think we can still go a lot faster."

Burkholder snared the holeshot in the 15-lap main ahead of Pegram, Sims and Durelle. Pegram wasted little time following Burkholder, and showed the initial leader the hot line around the

track by squaring off turn two and diving to the inside.

"He went a little wide, so there I went," said Pegram, who went on to lead every remaining lap. "I was making a big circle of the whole track, not looking at the inside or outside of the turns. I just throttled the whole way around."

Sims was next to stalk Burkholder, and found a way past on the 10th lap.

"Once the tires heated up I began to trust the bike and go faster and faster," said Sims. "I waited because I wanted to make a clean pass, and he slipped wide and left the door wide open for me."

"After I pulled the holeshot, Pegram got by me real quick and showed me the right lines," said Burkholder. "I got sideways a few times and Sims just snuck past me."

At the finish, Pegram had lapped up to 10th place and enjoyed a sizable lead over Sims, Burkholder, Durelle and Roeder.

### Sportster 883

Zampach did his best Pegram impression in the 15-lap Sportster 883 main by ripping off the line and never looking back. Durelle started second aboard Zampach's spare bike, with Morehead, Shawn Higbee, Richie Morris and Tony Donahue in hot pursuit.

While Zampach pulled away, all eyes were focused on the battle over second between Durelle and Morehead. Durelle appeared to be struggling with his machine and Morehead waited patiently for a way past.

"I shifted into fourth gear by mistake and I couldn't shift it back into third because I would get sideways," said Durelle.

Morehead waited until the last lap to make his pass, and snuck into second just before they greeted the checkered flag, well behind Zampach. Higbee finished a distant fourth, while Donahue charged through the pack to garner fifth.

"It's fast paced and a lot of fun," said Zampach. "Road racing is more technical. Hanging off the bike road-race style allowed me lean the bike over steeper without dragging the frame like the flat trakers did."

Morehead was all laughs after the race, saying, "Man, what a lot of fun, this is great racing these bikes. The more laps I turned, the faster I went." CN

### Results

**600:** 1. Larry Pegram (H-D); 2. Terry Poovey (H-D); 3. Robert Lewis (H-D); 4. Davey Durelle (H-D); 5. Steve Morehead (H-D); 6. Erik Graybeal (W-R); 7. James Hart (W-R); 8. Dave Hebb (H-D); 9. Brian Strong (W-R); 10. Steve Burkholder (H-D); 11. Kris Kiser (Rtx); 12. Georgie Price (H-D).
**Time:** 3 minutes, 37.16 seconds.

**750:** 1. Larry Pegram (H-D); 2. Greg Sims (H-D); 3. Steve Burkholder (H-D); 4. Davey Durelle (H-D); 5. George Roeder II (H-D); 6. Terry Poovey (H-D); 7. Dave Hebb (H-D); 8. Jess Roeder (H-D); 9. Georgie Price (H-D); 10. Tony Donahue (H-D); 11. Paul Crumling (Hon); 12. Gordon Scopieray (H-D).
**Time:** 3:26.52.

**883:** 1. Scott Zampach (H-D); 2. Steve Morehead (H-D); 3. Davey Durelle (H-D); 4. Shawn Higbee (H-D); 5. Tony Donahue (H-D); 6. Richie Morris (H-D); 7. Chuck Blackman (H-D).
**Time:** 3:50.60.

**600 DASH:** 1. Larry Pegram (H-D); 2. Terry Poovey (H-D); 3. Robert Lewis (H-D); 4. Erik Graybeal (W-R).

**750 DASH:** 1. Larry Pegram (H-D); 2. Davey Durelle (H-D); 3. Terry Poovey (H-D); 4. Greg Sims (H-D).

**883 DASH:** 1. Davey Durelle (H-D); 2. Scott Zampach (H-D); 3. Shawn Higbee (H-D).

**FINAL MARS EXPERT POINT STANDINGS:** 1. Larry Pegram (75); 2. Will Davis (72); 3. Terry Poovey (63); 4. Rusty Rogers (40); 5. Steve Burkholder (38); 6. Erik Graybeal (36); 7. Brian Tillson (35); 8. Steve Morehead (34); 9. Robert Lewis (25); 10. Dan Ingram (20).

**FINAL MARS JUNIOR POINT STANDINGS:** 1. James Hart (54); 2. Jess Roeder (23); 3. Brian Strong (19); 4. Dallas Baer (18); 5. (TIE) Mike Butler/Mike Klopp (13).

**FINAL MARS PRO-AM POINT STANDINGS:** 1. Brian Strong (36); 2. James Haas (24); 3. Keith Miller (23); 4. Mike Hacker (20); 5. Dayne Pierentoni (19).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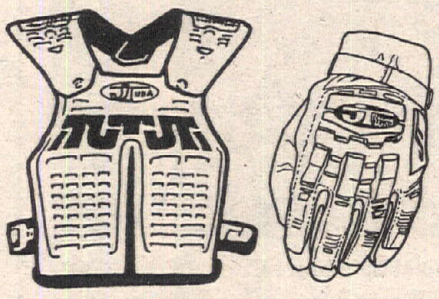

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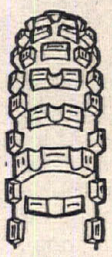
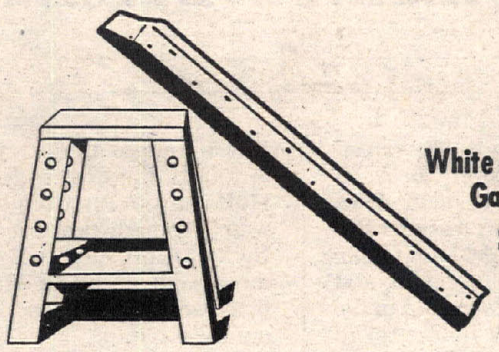

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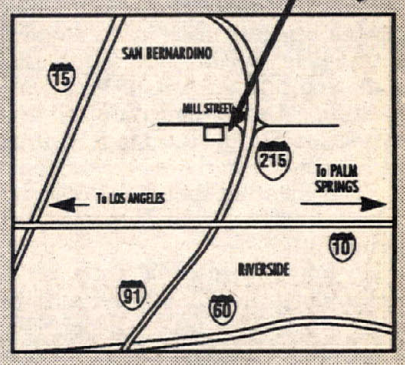


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# MOTOCROSS CMC/Valvoline Trans-Cal Nationals South: Round 3

Damon Huffman (30) couldn't hold off 250cc Pro class winner Craig Decker (75).

## Decker dynamic at Barona Oaks

**By Terry Judd**

RAMONA, CA, SEPT. 20

In only the third Pro race of his career, Craig Decker successfully held off Damon Huffman and Shaun Kalos at Barona Oaks to score his first-ever Pro race win. Decker used a 3-1 moto score to earn the 250cc Pro division win, and turned in a stunning performance in the 125cc Pro class to finish runner-up to two-time Western Regional 125cc Supercross Champion Jeremy McGrath.

In the first 250cc Pro moto, Decker screamed into the lead at the start, followed by Shaun Kalos and Tim Telford. Damon Huffman had a poor start but began to make up for it almost immediately, moving into fourth place by the end of the first lap. Meanwhile, the leading Decker started to pull away from Kalos. On the third lap, Huffman got by Telford in the rocker section to take over the third spot, but Decker and Kalos had stretched their lead substantially.

Lap four proved to be a disaster for Decker when his bike slipped out from under him in a fast sweeper. This allowed Kalos to get by, and let Huffman catch up. Huffman only needed one more lap to get by Decker over a quad-jump section and take over second place.

Back in the pack, a good race was going on for the fourth spot, with Telford working hard to keep Don Upton from getting around him. Kalos had built up too much of a lead for Huffman to make up, and Decker was alone in third. The best action on the last lap was between Telford and Upton. Upton tried every trick in the book, but couldn't find a way around Telford, making the final finishing order Kalos, Huffman, Decker, Telford and Upton.

Moto two again saw Decker get the holeshot ahead of Kalos, Tony Amaradio and Ray McIntosh. Huffman got a terrible start for the second time and had to work his way to the front the hard way. He passed two riders on the second lap for fourth, and inherted third place on the next lap when Amaradio got off hard and was knocked out of the race.

With Decker all alone in first place, he pulled out a huge lead, and on lap four, Huffman motored by Kalos in the back section of the track. On lap three, Upton jumped all the way from seventh to fourth, followed in fifth by Telford. Huffman put on a big push, but there wasn't enough time for him to reel in Decker. A 3-1 moto tally netted Decker the overall ahead of Huffman. Third place went to Kalos, and Upton rounded out the top four.

Once again, it was Decker getting off to a great start in the first 125cc Pro moto, but he met with disaster at the end of the rocker section when he and Ryan Hughes tangled, taking out about four riders. The mishap handed the lead to McGrath. Taking over in second place was Craig Canoy, followed by Kalos, Dean Pagel and Huffman. Just before the end of the first lap Huffman made a move on Pagel, who was able to counter and get back around. Huffman was able to make a pass stick at the end of the rocker section, and he set his sights on third-place Kalos.

Out front, McGrath rode flawlessly and nobody could challenge him.

On lap three, Pagel, Kalos and Huffman all entered the rockers together and Huffman was able to get by Kalos, while Pagel maintained second spot. It took almost another full lap before Huffman was able to get by Pagel in a fast sweeper.

After dropping all the way back to 10th spot at the end lap one after falling, Decker rode like a man possessed, moving up to fifth by lap four. Kalos was able to get by Pagel in the canyon section on lap four, and Decker followed suit by passing Pagel over the triple jump one lap later.

Decker set his sights on Kalos, and it took only one more lap for Decker to get by him through the rocker section. The race ended with McGrath way out in front of Huffman, with Decker still in third and Kalos fourth.

Huffman grabbed the lead at the start of the second moto and was running away from the pack when he got a flat rear tire and had to pull off and settle for a fifth overall on the day.

At the end of the sixth lap, Hughes took the inside line over the big double and block-passed his way into first place.

The last lap offered some of the tightest racing of the day, with Decker trying every trick he knew to get around Hughes, but the more-experienced Hughes wasn't about to let him by. This handed third-place-finisher McGrath the overall win ahead of Decker, and third overall went to Hughes. CN

### Results

**P/W STK BEG:** 1. William Hammer; 2. Nathan Pamintuan (Yam); 3. Michael Beaver (Yam); 4. Ty Morrow (Yam); 5. Mike Judd (Yam).
**P/W STK JR:** 1. James Thompson (Yam); 2. Jason Ciarletta (Yam); 3. Cale Wallace (Yam).
**P/W MOD:** 1. Jason Ciarletta (Yam); 2. Dylan Lord (Yam); 3. Cale Wallace (Yam); 4. Ray Perez (Yam); 5. James Thompson (Yam).
**60 (0-8):** 1. Bobby Bonds (Kaw); 2. David McFarland (Kaw); 3. Dylan Lord (Kaw); 4. Bryan Allen (Kaw); 5. James Thompson (Kaw).
**60 (9-11):** 1. Monte Montague (Kaw); 2. Billy Payne (Kaw); 3. Sean Hamblin (Kaw); 4. Eddie Frechette (Kaw); 5. Bryan Jaramillo (Kaw).
**80 BEG:** 1. Nick Beaver (Hon); 2. Nick Norton (Suz); 3. Trent Bragg (Kaw); 4. Joe Minor (Suz); 5. David Ramsey (Kaw).
**80 JR:** 1. Cory Bender (Suz); 2. Erik Helma (Kaw); 3. Monte Montegue (Kaw); 4. Jerry Memaw (Suz); 5. Jacob Machowsky (Hon).
**80 INT:** 1. Dustin Nelson (Suz); 2. Josh Tarantino (Suz); 3. Doug Parsons (Suz); 4. Lanny Turner (Suz); 5. Andy Harrington (Suz).
**80 EX:** 1. Travis Preston (Hon).
**80 OPEN:** 1. Monte Montegue (Kaw); 2. Bobby Couse (Kaw); 3. Billy Payne (Kaw); 4. Nick Beaver (Hon).
**125 BEG:** 1. Tim Beatty (Yam); 2. Mike Foster (Kaw); 3. Pat Carson (Kaw); 4. John Turner (Suz); 5. Dylan McConnell (Hon).
**125 JR:** 1. Chris Wheeler (Yam); 2. Jason Mathews (Yam); 3. Max Nelson (Yam); 4. Marcus Bunch (Hon); 5. Raymond Bowers (Kaw).
**125 INT:** 1. Shawn Ellis (Kaw); 2. Richard Stephens (Hon); 3. Tyler King (Suz); 4. Joe DePatto (Hon); 5. Rex Malan (Suz).
**125 PRO:** 1. Jeremy McGrath (Hon); 2. Craig Decker (Kaw); 3. Ryan Hughes (Kaw); 4. Craig Canox (Yam); 5. Damon Huffman (Suz).
**250 BEG:** 1. Andy Cripe (Yam); 2. John Carter (Kaw); 3. Bret Milan (Yam); 4. Scotty Thompson (Yam); 5. Joel Soriano (Hon).
**250 JR:** 1. Chris Wheeler (Yam); 2. Kenny Maddux (Yam); 3. Ron Gilbert (Yam); 4. Jason Mathews (Yam); 5. Shawn Fortier (Yam).
**250 INT:** 1. Lex Malan (Suz); 2. Jeff Tilton (Suz); 3. Bob Sage (Kaw); 4. R.C. Bennett (Yam); 5. Justin McMurrich (Suz).
**250 PRO:** 1. Craig Decker (Kaw); 2. Shaun Kalos (Yam); 3. Damon Huffman (Suz); 4. Don Upton (Hon); 5. Tim Telford (Kaw).
**500 BEG:** 1. Ken Davidson (Hon).
**500 JR:** 1. Sten Rassmussen (Kaw); 2. Danny Stymacher (Hon); 3. Scott Hoffman (Hon); 4. Brad Sloan (Hon).
**500 PRO:** 1. Anthony Amaradio (Kaw); 2. Rob Drew (Kaw); 3. Rex Staten (Hon); 4. Terry Fowler (Hus); 5. Don Upton (Hon).
**UTH JR:** 1. Giovanni Spinali (Kaw); 2. Bob Shimp (Suz); 3. Paul Wright (Yam); 4. Robert Carpenter (Yam); 5. Jim Cobham (Yam).
**UTH INT:** 1. Merele Hammer (Yam); 2. Danny Pacheco (Yam); 3. David Zahrt (Yam); 4. Ron Gilbert (Yam); 5. Tony Seckman (Yam).
**UTH EX:** 1. Bryan Curtis (Yam); 2. Chris Lance (Yam); 3. Rod Richardson (Yam); 4. Chris Radzinski (Yam).
**VET JR:** 1. Bob Shimp (Suz); 2. Del Ocheltree (Hon); 3. Mark Stroup (Yam); 4. Paul Wysocki (Kaw); 5. Denny Vorndran (Suz).
**VET INT:** 1. Steve Piattoni (Suz); 2. Joel Harriott (Yam); 3. Fritz Schlegal (Yam); 4. Jim Morgan (Yam); 5. James Bauer (Kaw).
**VET PRO:** 1. Rex Staten (Hon).
**VET MSTR:** 1. David Zahrt (Yam); 2. Jon Miller (Yam); 3. Robert Sheldon (Yam); 4. Gary Doggett (Hon); 5. Rod Richardson (Yam).
**OT JR:** 1. Mark Graham (Hon); 2. Lane Ramsey (Yam); 3. Jeffery Carmen (Hus); 4. Jim White (Yam); 5. Larry Kirsch (Hon).
**OT INT:** 1. Bob Dunham (Yam); 2. Mark Cook (Yam) 3. Jim Lavorci (Yam); 4. Rich Hansen (Hon); 5. Karl Scanlan (Yam).
**OT MSTR:** 1. Jon Miller (Yam); 2. Robert Fortier(Hon); 3. Gary Doggett (Hon); 4. Terry Judd (Yam); 5. Ray McIntosh (Kaw).
**WMN:** 1. Jodi Hollow (Suz); 2. Stacy Bremner (Yam); 3. Angie Augusto (Kaw); 4. Jennifer Tudier (Yam); 5. Jennifer Hawley (Yam).

**CMC/Valvoline Trans-Cal Nationals North: Round 2**

## Myers styles at Silver State

**By Joan Tiearney**

CARSON, CITY, NV, SEPT. 13

Scott Myers topped ISDE top-American Rodney Smith at Silver State Raceway, earning the win in the 125cc Pro class.

Greg Tirheimer CPE/Kawasaki-sponsored Myers shot out front early in the first moto. Tirheimer led the race for two laps until Myers passed to take over the lead. Smith was also a contender, placing third in the moto.

In moto two, Smith grabbed the holeshot and was followed by Chris Barker and Myers. Myers passed Barker on the first lap and began an attempt to catch Smith. Local rider Barker had a great race going as a newcomer to the pro ranks, but was suddenly put on the sidelines with chain and shifter problems on the last lap. Smith continued to dominate the fast track, riding a flawless moto to capture the checkered flag and earning second-place overall. Myers was awarded the overall win.

Jason Turner holeshot moto one of the 80cc Open (9-11) class, and Michael DiLoreto and a BVH/BJ1-backed Nathan Tiearney moved near the front early in the moto. Tiearney passed DiLoreto over the tabletop and began to pursue Turner. Turner was consistent, though, crossing the checkered flag in first.

In moto two, there was a traffic jam in the first turn that sent a couple of riders down. Justin Scullen grabbed the holeshot, followed by Turner, Daniel Blair, Tiearney and DiLoreto. Scullen crashed on lap two, moving Blair into the lead after Turned fell in the rockers.

Turner and Blair battled hard on laps four and five, but Turner again went down in the rockers and Blair snatched the lead. Tiearney was holding second place and went after Blair, but time ran out. Tiearney's consistent 2-2 finish earned him the overall win. CN

### Results

**P/W STK:** 1. Vincent Blair; 2. Robby Lawrence (Yam); 3. Mathew Bainard (Yam); 4. Jimmy Hazel (Yam).
**P/W MOD:** 1. Robert Harold.
**60 0-8:** 1. Robert Harold (Kaw); 2. Joshua Hansen (Kaw); 3. Jacob Gregg (Kaw); 4. Richard Duncan (Kaw); 5. Eric Nye (Kaw).
**60 9-11:** 1. Brian Schulz (Kaw); 2. Randy Norman (Kaw); 3. Ryan Morris (Kaw); 4. Kathy Pruit (Kaw); 5. Josh Carter (Kaw).
**80 OPEN 9-11:** 1. Nathan Tiearney (Hon); 2. Daniel Blair (Hon); 3. Jason Turner (Suz); 4. Justin Scullen (Kaw); 5. Michael DiLoreto (Hon).
**80 INT:** 1. David Roberts (Kaw); 2. Jesse Puente (Hon).
**80 EX:** 1. John Leddy (Kaw); 2. Jeff Baldwin (Kaw).
**80 BEG:** 1. Brett Racine (Kaw); 2. Jerad Fisher (Suz); 3. Neil Wright (Kaw); 4. J.J. Cummings (Suz); 5. Seth Martinelli (Suz).
**80 JR:** 1. Ryan Duntsch (Suz); 2. Carl Barker (Kaw); 3. Donovan Mitchell (Suz); 4. Josh Fisher (Suz); 5. Daniel Blair (Hon).
**125 BEG D-1:** 1. Jeremy Huntsman (Kaw); 2. Charles Tracy (Suz); 3. Zack Schwatka (Hon); 4. Mike Lange (Yam); 5. Scott Davis (Kaw).
**125 JR D-2:** 1. Pat Foster (Suz); 2. Eric Phipps (Suz); 3. Brian Rocks (Yam); 4. Tony Amerine (Kaw); 5. Dennis Springs (Kaw).
**125 INT:** 1. Greg Allen (Kaw); 2. Derek Watkins (Hon); 3. Jake Windham (Suz); 4. Casey Johnson (Kaw); 5. Aaron Cantrelle (Kaw).
**125 PRO:** 1. Scott Myers (Kaw); 2. Rodney Smith (Suz); 3. Rusty Holland (Suz); 4. Greg Tirheimer (Suz); 5. Pat Gomm (Yam).
**125 BEG D-2:** 1. David Lodermeir (Kaw); 2. Justin Kuebler (Hon); 3. John Depauw (Hon); 4. Dan Denuzzo (Suz); 5. Chris Thomas (Suz).
**125 JR D-2:** 1. Bobby Deason (Suz); 2. David Ball (Kaw); 3. John Lauzon (Suz); 4. John Cipollina (Kaw); 5. Mike Gonzalez (Suz).
**250 BEG:** 1. Kevin Hunt (Kaw); 2. Jon Russell (Hon); 3. Bryan Greer; 4. Kevin Roseberry (Hon); 5. Noah Evans (Hon).
**250 JR:** 1. Aaron Lewis (Yam); 2. Pat Foster (Suz); 3. Jr. Mason (Hon); 4. Ed Heacox (Hon); 5. Jake Anderson (Kaw).
**250 INT:** 1. Casey Johnson (Kaw); 2. Ryan Leach (Yam); 3. Justin Tiearney (Hon); 4. Michael Stanton (Kaw); 5. Keith Mayes (Kaw).
**250 PRO:** 1. Scott Myers (Suz); 2. Dave Coupe (Hon); 3. Shaun Wooten (Suz); 4. Pat Gomm (Yam); 5. Jon Nelson (Yam).
**500 BEG:** 1. Kevin Anderson (ATK); 2. Dino Rogers (Hon).
**500 JR:** 1. Jay Spear (Hon); 2. Mike Curtis (Hon); 3. Jeff Rapetti (Kaw); 4. Justin Mastalka (Hon); 5. Jeremy Chism (Kaw).
**500 INT:** 1. Robert Leach (Hon); 2. Keith Mayes (Kaw).
**VET JR:** 1. Stuart Vogel (Hon); 2. Jim DiJorio (Yam); 3. Steve Paify (Yam); 4. Ken Breneisen (Suz); 5. Mike Hagen (Yam).
**VET INT:** 1. Randy Kerslake (Hon); 2. Eric Harvey (Hon); 3. Don Clark (Hon); 4. Steve Gary (Hon); 5. Dave Coker (Yam).
**VET PRO:** 1. Dave Coupe (Hon); 2. Jim Holley (Yam); 3. John Volk (Suz); 4. Daniel Turner (Kaw); 5. Rich Thorwaldson (Hon).
**UTH JR:** 1. Ed Heacox (Hon); 2. Trever Thompson (Yam); 3. Ron Hampshire (Hon); 4. Theo Bernhard (Suz); 5. Don Mendenhall (Suz).
**UTH INT:** 1. Shawn Freiling (Kaw); 2. Steve Nishi (Yam); 3. Tom Berry (Hon); 4. Eric Phipps (Suz); 5. Mike Johnson (Suz).
**OTH INT:** 1. Bob Fabel (Hon); 2. Tim Ketchum (Hon); 3. Jack Johnson (Yam); 4. Jeff Johnson (Yam); 5. John Erickson (ATK).
**OT MSTR:** 1. Bob Hershey (KTM); 2. Richard Sikes (Yam); 3. Jim Hart (Yam); 4. Vic Jimenes (Yam); 5. Craig Brooks (Kaw).
**WMN:** 1. Jeannie Pruit (Hon); 2. Tammi Williamson (Yam); 3. Donna Mitchell (Suz); 4. Chrystal Ponsock (Yam); 5. Lori Branham (Kaw).

International BoTT

# Britten breaks the ice at Assen

By Robert Fawcett

ASSEN, HOLLAND, SEPT. 20

Mechanical visionary John Britten has finally landed the first major victory for his New Zealand-built, self-made race bike, with a narrow victory for rider Andrew Stroud in the major Battle of The Twins road race of the European season at Assen. And he wasn't even there to witness it! Britten is currently finalizing plans to commence production of the carbon-framed V-1100 V-twin Britten, and had to stay behind in New Zealand to supervise fitting out the factory, rather than travel to Holland with the race bike.

Possibly the finest field of twin-cylinder racers ever assembled for a single race saw pole position taken by Japanese ace Shinichiro Ohura on the TDM-engined Over Racing Yamaha 900, ahead of local Dutchman Carl Hengerman on an 888 Ducati. Stroud qualified third on the grid after problems with the Britten's injection setup with a new silencer made to beat Assen's strict 105dBa noise test. Rounding out the front row were Dutch BoTT champion Gijs Portegem on another Ducati 888, and Britain's Alan Cathcart on the works Bimota Tesi. Only 40 riders qualified for the race, out of 57 accepted entries from 12 different countries.

German BoTT ace Jens Hoffmann jumped into the lead at the start on his 888 Ducati, with Stroud hanging back on the Britten, and Chura and Cathcart mired in midfield after bad starts. Both started to make up positions riding in tandem, as Stroud moved into the lead on lap four, and Hartmut Muller fell back from second place with an overheating German-entered Norton Rotary.

Ohura and Cathcart were up to fourth and fifth places, when the Bimota began to slow with a leaking coolant hose, leaving the Japanese rider to forge ahead alone.

Stroud had slowed once in the lead, maybe too much as Ohura put on a massive charge, closing right up to the Britten on the last lap and coming within a yard of outbraking the Kiwi bike going into the final chicane. But Stroud held on to make the flag with a razor-thin margin of victory — just 0.02 seconds, or less than a machine length — with Hoffman third by an almost equally narrow margin from Finland's BoTT champion Juha Kyllonen on another Ducati.

"I'm so thankful we've finally won a big one, as much for John as for myself," said an exultant Stroud. "After losing so many certain wins for minor problems, I just prayed that everything held together this time, and it did. I just wish John could have been here to see it — now we have to go and call him with the news. It's the middle of the night back home, and I know he won't have had a wink of sleep till he hears the result!"

Why so slow once he hit the front? "We still don't have the bike dialed in properly with the new silencer," said Stroud. "John had to make it without being able to test it on the bike, so we went in cold with it and really need some more track time to reprogram the injection — it's way too rich. But it worked; this win is more satisfying than riding in 500 GPs!"

Ohura and Cathcart both had consolation wins in the main support races, the Japanese rider taking a fairytale win in the Sound of Singles (SoS) race, after starting dead last in the 40-bike field on the Over Racing Yamaha SRX he took to victory at Assen last year.

After blowing the motor in the only dry qualifying season, Ohura failed to make the cut out of the 55-bike field, but was allowed to start from the last row by the organizers with the agreement of all the other riders. He repaid the favor by a breathtaking charge through the field, placing 32nd after the first of the 12 laps, but pulling through to pass 500cc GP rider Cees Doorakkers, who was on the Harris Yamaha SRX, on the very last lap in the ultra-fast S-bend in the middle of the back straight.

Doorakkers made a determined attempt to re-snatch the lead at the final chicane, but failed, crossing the line .34 of a second behind the Japanese rider in another nail-biting finish.

British BoTT champion Dave Morris was third on his Harris-Suzuki DR750, while Frenchman Bertrand Sebileau underlined the appeal and variety of the SoS class with fourth place on the Husaberg-engined Tucson Vega, a lightweight French-built contender scaling less than 220 pounds against the 286 pounds-plus of bigger Suzuki-powered bikes, so compensating for the reduced power from its smaller engine.

In the other main support class for two-valve twins and triples, Cathcart scored an easy victory by over 36 seconds on the British-built three-cylinder Saxon-Laverda, the first International win for the innovatory Motodd chassis with a radical front end design which, like the BoTT-winning Britten, also does without telescopic forks.

Assen '92 was a good day for alternative technology, but especially for the fertile mind of John Britten. CN

### Results

**BoTT:** 1. Andrew Stroud (Bri); 2. Shinichiro Ohura (Yam); 3. Jens Hofmann (Duc); 4. Juha Kyllomen (Duc); 5. Tom de Klurk (Duc); 6. Graeme Ritchie (Duc); 7. Carl Hengerman (Duc); 8. Alan Cathcart (Bim); 9. Jelle van Kraanen (Duc); 10. Roy Armstrong (Duc); 11. Hartmut Muller (Nor); 12. Jean Pierre Instepf (Duc); 13. Jaco Duyst (Duc); 14. Stefan van Kessel (Duc); 15. Peter Guerotto (Duc).
**Time:** 21 min., 30.01 sec.
**Distance:** 14 laps, 52.64 miles.
**Average Speed:** 94.784 mph.
**Margin of Victory:** 0.02 sec.

**SoS:** 1. Shinichiro Ohura (Yam); 2. Cees Doorakkers (Yam); 3. David Morris (Suz); 4. Bertrand Sebileau (Hus); 5. Hans-Peter Meyer (Yam); 6. Paul Harrison (Rtx); 7. Peter Minet (Suz); 8. Luigi Dal Maso (Yam); 9. Peter Geh (Suz); 10. Maurice Bolwerk (Rtx).
**Time:** 15 min., 45.30 sec.
**Distance:** 10 laps, 37.60 miles.
**Average Speed:** 92.391 mph.
**Margin of Victory:** .34 sec.

**2-V TW/TRP:** 1. Alan Cathcart (Lav); 2. Jurgen Aink (Duc); 3. Peter Meyer (Duc); 4. Bob Moltzer (Tri); 5. Bergel (Duc); 6. Roel Meijer (Duc); 7. Klaas de Bos (Duc); 8. Gerry Hensens (Duc); 9. Reinhard Peters (Duc); 10. Gunther Clemens (Duc).
**Time:** 15 min., 19.18 sec.
**Distance:** 9 laps, 33.84 miles.
**Average Speed:** 85.515 mph.
**Margin of Victory:** 36.79 sec.

District 37 Desert Series

# Hamel rolls on at Dusters Hare Scrambles

By Ken Harvey Jr.

LUCERNE, CA, SEPT. 13

National Hare & Hound Champion Danny Hamel picked up where he left off with another overall win at Stoddard Valley. After a few weeks layoff for a trip to Australia as part of the U.S. ISDE team, gold medalist Hamel made little work of the 250 riders who took part in the event.

As the race got underway it was birthday boy Paul Ostbo out front at the bomb. Celebrating his 33rd birthday, Ostbo led Husqvarna-mounted Don Griewe, KTM rider Todd Hoy and Kawasaki KX500-mounted Dave Ondas. Hamel was back a ways but quickly made his way into fourth, as the riders caught the ribbon. Dan Ashcraft and Ron Bragdon were fighting for second position in the Open Vet class with Scott Sterns sitting comfortably in the Vet 250 lead. Johnny Campbell had the 250cc class lead and Jimmy Lewis was next with 125cc class leader Jeff Capt challenging and passing him for position in the dust.

National Hare & Hound Champion Danny Hamel bested the Dusters Hare Scrambles.

The Dusters caught most riders off guard by throwing in a tight uphill canyon only two miles into the course. Taking advantage of this was Hamel. He moved past Hoy and made up valuable time on Griewe. Lewis, also back from a gold medal trip to Australia, made the most of the rocks and slipped past Capt and Sterns. The canyon would soon clog up and present a slight bottleneck for the riders farther back in the pack.

Hamel set his sights on the lead and bagged Griewe at the five-mile mark. Ostbo soon found Hamel nipping at his lead and right before check one lost the position on a rocky uphill. The course turned even nastier with the club going out of the ordinary realm of whooped-out trails and found tight canyons with technical uphills and downhills. This allowed for more passing as the dust was not as bad in the slower, rockier sections. Ashcraft pushed his Honda up past Bragdon and Lewis was also on the move and passed up to fifth overall by the second check. Jeff Kawell was hounding Capt for the lead in the 125cc class, passing him in the rocks only to lose his advantage in the valleys.

Hamel continued to pull out on the field, as he hit the pit row. Still following closely was Ostbo but missing from the lead group was Griewe, who experienced mechanical difficulties and dropped out just before the end of the first go around. This left Hoy in third with Lewis and Ashcraft following.

For Hamel the second loop was uneventful. Same story for Ostbo. Hoy became victim to a flat tire, which slowed his charge, and the tire eventually came off the rim, ending his day. Back a little ways the Kawell/Capt battle was pushing the 125cc pilots up through the field. Phil Cloward was following the 125cc riders and able to pass Bragdon to move up a position in the Vet class.

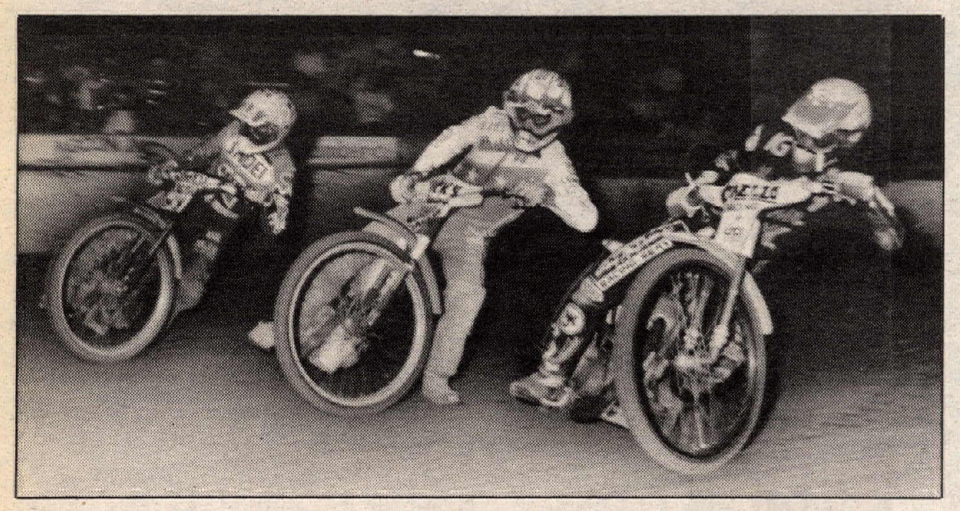
Hamel took the checkered flag on his Team Green/Answer/Powerbar/F&L Fuel/RK/Songdog Packs/Metzeler-backed Kawasaki KX500. "I loved the course, it was great to race through technical stuff like that," said Hamel.

Ostbo finished in second with a knobby-shaped chocolate birthday cake waiting for him. The 250cc class win went to Lewis followed by Ashcraft. Screaming through the finish line in what had to be the best race of the day, Capt snaked the 125cc class win away from Kawell. First senior across the line was Richard Jackson in 13th overall. The first amateur was Johnny Haskell in 11th overall followed by Kris Goldsby and John Stuetzel. CN

# LOCAL EVENTS

Ernie Gendron (4) led Larry Jones (271) and Vylam Nguyen (474) at Tillamook MX.

Mike Faria (left) rode the outside line to the U.S. Master's Championship Cup win.



### Results

**FINAL:** 1. Danny Hamel; 2. Paul Ostbo; 3. Jimmy Lewis; 4. Dan Ashcraft; 5. Jeff Capt; 6. Jeff Kawell; 7. Phil Cloward; 8. Ron Bragdon; 9. Billy Fullmerr; 10. Kenny Perry; 11. Johnny Haskell; 12. Gary Schiedler; 13. Richard Jackson; 14. Kris Goldsby; 15. John Stuetzel.

## Faria ferocious at Speedway USA

### By M. Sober

VICTORVILLE, CA, SEPT. 12

Mike Faria was the top point-earner at Speedway USA's Masters Championship, in an event that utilized a four-heat round-robin main event.

After several normal qualifying heats were used to determine the top four riders, four separate races were run in which each rider left from a different starting spot, and was awarded points depending on how he placed. The pilot with the most points after the four main-event heats were run was declared the overall winner.

Chris Manchester, Lance King, Mike Faria and Gary Hicks were the top four riders after the completion of the qualifying heats.

As the four racers revved their bikes at the start of the first main-event heat, Manchester grew impatient and was disqualified from the heat for allegedly touching the starting tapes. Clearly agitated at the call, Manchester lingered briefly at the line and then headed for the pits, grabbing and ripping down the starting tapes as his hometown crowd roared its approval. Faria won the heat after the restart.

The second main-event heat found Hicks collecting the three-point win while early-leader Faria went down in turn three of lap three. Faria felt that King had been the cause of his fall, and when the referee didn't agree, Faria squabbled and then temporarily withdrew from the event. Faria changed his mind later and decided to complete the evening's schedule.

Manchester used the advantage of the inside starting spot to capture the win in the third heat, finishing just ahead of Faria. Going into the final heat, Faria led the quartet with six points, while King sat second with five, Hicks third at four and Manchester fourth with three points.

Faria ended any speculation of a four-way tie by sweeping the field from lane four and capturing the first Masters Championship, which proved to be just as exciting as its advanced billing indicated.

### Results

MAIN POINTS: 1. Mike Faria (Wes) 9 pts; 2. Lance King (GM) 6; 3. Chris Manchester (Jaw) 5; 4. Gary Hicks (Wes) 4.

JR D-1: 1. Matt Becker (Wes); 2. Pete Peralta (Wes); 3. Michael Hull (Wes).

## Van Riper rips at Starwest MX

### By David A. Procida

MORENO VALLEY, CA, SEPT. 19

Dean Van Riper won both 125cc Novice motos aboad a 1989 KX125 at the second round of the Cycle World Winners Series at Starwest Supercross Park.

In moto one Van Riper grabbed the holeshot, while Josh Wray rounded turn one in second. Sal Ugarte tailed Wray through the rockers and then doubled his way over and past the startled YZ rider. David Hughes was now all over Wray, but forgot to watch his back and was passed by Scott Johnson when he went wide in his own pass attempt.

Up front Van Riper was enjoying a clear course, and had opened up a gap on Ugarte, who in turn had pulled a couple of bike lengths on the pack. Johnson was applying heavy pressure on Wray, and on the last lap went way outside in a turn and railed around for third place. In the last corner Johnson's momentum carried him wide and Wray dove under him to re-take third place.

Van Riper rocketed his way into the lead again in moto two, but this time Ugarte was on his rear fender. Johnson, meanwhile, was picking his bike up after a first-turn altercation with Stephen Petersen. Johnson got back underway and began picking off several riders each lap. After jumping the double, Johnson pinned the throttle of his Suzuki down the back straight and passed Alexander for fifth. Alexander retaliated by stuffing Johnson in a switchback, only to have Johnson rail the outside line around him on the white-flag lap.

Van Riper won the moto and the overall, with Ugarte only a short distance behind after clearing the 60-foot double in an effort to catch the leader.

### Results

50 STK: 1. Corey Burnham (Yam); 2. Scott Simon (Yam); 3. Shawn Pewsey (Yam); 4. Kevin Folgheraitor (Yam); 5. Todd Pewsey (Yam).

50 BEG: 1. Daton Beavers (Yam); 2. Paul Nunez (Yam); 3. J.R. Williams (Yam); 4. Garrett Littrel (Yam); 5. Christopher Groone (Yam).

60 6-8: 1. Cole Beavers (Kaw).

60 9-11: 1. Bryan McGavran (Kaw); 2. Bobby Beaupre (Kaw); 3. Chris Hunsinger (Kaw); 4. Nicholas Hensley (Kaw).

80 12-16: 1. Josh Fink (Kaw); 2. Danny Carlson (Kaw); 3. Kevin Casey (Kaw).

80 8-11: 1. Reginald Mitchell (Suz); 2. Bryan McGavran (Suz); 3. Bobby Beaupre (Suz); 4. Daniel Lentz; 5. Tyson Taylor (Hon).

80 BEG 12-16: 1. Neil Alonzo (Suz); 2. Jason Abbott (Yam); 3. William Jaki (Suz); 4. Tim Rasmusson (Kaw); 5. Tony Dumont (Suz).

105 B/W: 1. Jim Mangold (Kaw); 2. Shaun Perolio (Kaw).

125 BEG: 1. Eddie Baucom (Suz); 2. Mark Reyes (Hon); 3. Tim Rush (Suz); 4. Joel Nunnally (Kaw); 5. Jason Sobie (Suz).

125 NOV: 1. Dean Van Riper (Kaw); 2. Salvadore Ugarte (Yam); 3. Josh Wray (Yam); 4. Scott Johnson (Suz); 5. Matt Alexander (Kaw).

250 BEG: 1. Jon Rufe (Yam); 2. Chris Trigueros (Suz); 3. Jim Thrift (Kaw); 4. Andrew Gergel (Hon); 5. Michael Tucker (Yam).

250 NOV: 1. Joe Rempp (Hon); 2. Chuck McCarty (Yam); 3. Alex Zapata (Yam); 4. Sean Neary (Suz); 5. Stephen Petersen (Yam).

500 NOV: 1. David Boyd (Hon).

INT: 1. John Sereika (Suz).

PRO: 1. Craig Canoy (Yam).

25+ BEG: 1. Rusty Montgomery (Kaw); 2. Allen Tungate (Yam): 3. Larry Baker (Yam); 4. Marty Silver (Hon); 5. John Shay (Kaw).

25+ NOV: 1. Jeff Versluys (Kaw).

30+ BEG: 1. Robert Ventura (Hon); 2. Steve Strobelt (Hon); 3. Mike Carter (Yam); 4. Johnny Jackson (Yam); 5. Tim Hunziker (Kaw).

30+ NOV: 1. Dennis Foster (Hon); 2. Tony Feldhaus (Kaw); 3. Mark Matheis (Suz); 4. Wayne Cummins (Hon); 5. Frank Derby (Yam).

## Caulkins cranks at Tillamook SX

### By Don Schneider

TILLAMOOK, OR, SEPT. 12-13

At rounds three and four of the Motocross Northwest-sanctioned Pacific Coast Grand Championships at the Tillamook Fairground Supercross facility, Lou Caulkins took care of the 125cc Intermediate class.

In the first moto Bob Melloy grabbed the holeshot, while Caulkins dusted himself off after going down with Scott Watson in the first turn. Melloy's lead was short-lived, however, as he bailed before the end of lap one and handed the lead over to Ernie Gendron. Then it was Gendron's turn to crash, letting Brad Hagseth into the lead position.

Vylam Nguyen quickly moved up through the pack to take over the lead, doubling past Hagseth in the air. Larry Jones followed Nguyen by the fading Hagseth. Justin Kirkes was also on the gas, moving into third place.

On lap five, Nguyen made a small mistake and relinquished the lead to Jones, but Kirkes then muscled by the two riders and into the lead. Caulkins had recovered well from his fall, and worked his way all the way up to second place. He ran out of time, though, and Kirkes won the moto.

Williams holeshot moto two and led for the first three laps before Melloy slammed his machine by on the inside of a turn to take over the lead. Williams stuck to the leader's tail, but couldn't get around.

Caulkins had gotten off to a much better start, running in third until lap eight when he was passed by Jones. Melloy won the moto, but the overall went to Caulkins who surprisingly earned his win with a 2-4 score. Williams' 6-2 tally was good enough for the runner-up honors.

### Results

SATURDAY

W/P/W: 1. Tyler Fick (Yam); 2. Adam McDonnell (Yam); 3. Levi Huffman (Yam).

4-STRK: 1. Jacob Bentley (Hon); 2. Cory Coates (Hon).

60 0-8: 1. Kelvin Schoen (Kaw): 2. Tyler Fick (Kaw); 3. Dillon Bilodeau (Hon); 4. Jeff Zertanna (Kaw).

60 9-11: 1. Zachary Woodward (Kaw).

80 4-STRK: 1. Nick Lichner (Hon); 2. Will Haltiner (Hon); 3. Matt Lichner (Hon); 4. Michael Hurliman (Suz).

80 BEG: 1. Ty Dehart (Hon); 2. Shawn Bushnell (Suz); 3. Cody Garvin (Kaw); 4. Craig Bradley (Kaw); 5. Travis Lenaburg (Suz).

80 JR: 1. Dusty Lenaburg (Suz); 2. David Turner (Kaw); 3. Mike Storm (Hon); 4. Eric Williams (Kaw); 5. Daniel Hewitt (Kaw).

80 INT: 1. Brian Martin (Hon).

125 BEG: 1. Keith Blanchard (Hon); 2. Richard Steiner (Suz); 3. John Kauffman (Hon); 4. Chris Williams (Kaw); 5. Geoffrey Boquist (Suz).

125 JR: 1. Jeremiah Kirkes (Hon); 2. Ed Pearson (Kaw); 3. Brent Blaser (Hon); 4. Doug McKuhn (Kaw); 5. Christopher Brown (Suz).

125 INT: 1. Lou Caulkins (Suz); 2. Johnny Williams (Kaw); 3. Justin Kirkes (Hon); 4. Vylam Nguyen (Suz); 5. Larry Jones (Hon).

125 PRO: 1. Jason McCormick (Hon); 2. Ryan Huffman (Kaw).

250 BEG: 1. Jeremy Stapleton (Kaw); 2. Ron Sargeant (Yam); 3. Curtis Weight (Suz); 4. Jason Parks (Hon); 5. Eric Stotts (Kaw).

250 JR: 1. Michael Bren (KTM); 2. Matt Stotts (Kaw); 3. Wayne Anderson (Yam); 4. Cliff Scott (Kaw); 5. Dan Neeley (Hon).

250 INT: 1. Kevin Yeager (Hon); 2. Vylam Nguyen (Suz); 3. Johnny Williams (Kaw); 4. Kory Ellis (Suz).

250 PRO: 1. Don Boesplug (Kaw); 2. Ryan Huffman (Kaw); 3. Jason McCormick (Hon); 4. Terry Hamness (Kaw).

OPEN BEG: 1. Jeremy Jepson (Hon); 2. Brian Cranberg (Hon); 3. Ken Earhart (Hon); 4. Brian Boehler (Hon).

OPEN JR: 1. Sean Russell (Hon); 2. Lance Sperling (Hon); 3. Scott Foutch (Hon); 4. Shawn Twiss (Hon).

OPEN INT: 1. Kevin Yeager (Hon); 2. Steve Shepherd (KTM); 3.Marvin Gullings (Hon); 4. Jody Lenard (Hon).

OPEN PRO: 1. Don Boespflug (Kaw); 2. Terry Hamness (Kaw).

WMN: 1. Cynthia Foster (Kaw); 2. Rhonda Fletcher (Hon); 3. Sandy Johnson (Hon).

BTH: 1. Brad Hagseth (Hon); 2. Mark Pluard.

30-40 JR: 1. Chris Ogllie (Kaw); 2. Patrick O'Grady (Hon); 3. Wayne Johnston (Hon); 4. Brett Anderson (Hon); 5. David Nett (Hon).

30-40 INT: 1. Mark Koontz (Kaw); 2. Rick Roberts (Yam).

30-40 EX: 1. Ron Sun (Hon); 2. Chuck Sun (Hon); 3. Gary Bronikowski (Hon); 4. Joe Casey (Yam).

OT NOV: 1. Jack Turner (Kaw); 2. Jim English (Suz); 3. Ray Williams (Kaw).

OT AM: 1. Milton Harden (Suz); 2. John Foster (Suz); 3. Jim Brown (Suz); 4. Maynard Richards (Kaw).

OT EX: 1. James Parks (Hon); 2. Terry Hamness (Kaw).

SUNDAY

W/P/W: 1. Tyler Fick (Yam); 2. Adam McDonnell (Yam); 3. Levi Huffman (Yam); 4. Gary Anderson (Yam).

50 4-STRK: 1. Mitchell Leno (Hon); 2. Chad Kephart (Hon); 3. Jared Beeler.

60 0-8: 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Jeff Zertanna (Kaw).

60 9-11: 1. Jason Hanson (Kaw); 2. Zachary Woodward (Kaw); 3. Dillon Bilodeau (Hon).

80 4-STRK:1. Will Haltiner (Hon); 2. Michael Hurliman (Suz).

100 4-STRK: 1. Justin Leno (Hon); 2. Geoff Richardson (Hon).

80 BEG: 1. Shawn Bushnell (Suz); 2. Craig Bradley (Kaw); 3. Cody Gravin (Kaw); 4. Adam Santoro (Suz); 5. Preston Wismer (Yam).

80 JR: 1. Dusty Lenaburg (Suz); 2. David Turner (Kaw); 3. Eric Williams (Kaw); 4. Brent Taggart (Kaw); 5. Jason Hanson (Kaw).

80 INT: 1. Brian Martin (Hon).

125 BEG: 1. Keith Blanchard (Hon); 2. Casey Tone (Kaw); 3. Geoffrey Boquist (Suz); 4. Richard Steiner (Suz); 5. Geoff Hoffert (Suz).

125 JR: 1. Ed Pearson (Kaw); 2. Jeremiah Kirkes (Hon); 3. Brent Blaser (Hon); 4. Chad English (Suz); 5. Russell Cree (Hon).

125 INT: 1. Forrest Transue (Hon); 2. Johnny Williams (Kaw); 3. Lou Caulkins (Suz); 4. Justin Kirkes (Hon); 5. Vylam Nguyen (Suz).

125 PRO: 1. Jason McCormick (Hon); 2. Dan Ulven (Kaw).

250 BEG: 1. Jason Parks (Hon); 2. Curtis Weight (Suz); 3. Ron Sargeant (Yam); 4. Leland Hofenbred (Suz); 5. Tom Granberg (Suz).

250 JR: 1. Michael Bren (KTM); 2. Matt Stotts (Kaw);3 .Kevin Hofenbred (Suz); 4. Garth Ullakko (Yam); 5. Wayne Anderson (Yam).

250 INT: 1. Johnny Williams (Kaw); 2. Vylam Nguyen (Suz); 3. Kevin Yeager (Hon).

250 PRO: 1. Don Boesplug (Kaw); 2. Ryan Huffman (Kaw); 3. Jason McCormick (Hon); 4. Terry Hamness (Kaw).

OPEN BEG: 1. Pat Dougherty (ATK); 2. Mark Burgess (Hon); 3. James Miller (Hon); 4. Brian Granberg (Hon); 5. Brian Boehler (Hon).

OPEN JR: 1. Sean Russell (Hon); 2. Lance Sperling (Hon); 3. Jason Smith (KTM); 4. Scott Foutch (Hon); 5. Jeremy Jeson (Hon).

OPEN INT: 1. Marvin Gullings (Hon); 2. Kevin Yeager (Hon).

OPEN PRO: 1. Don Boespflug (Kaw); 2. Gary Beyer (KTM); 3. Terry Hamness (Kaw).

WMN: 1. Cynthia Foster (Kaw); 2. Lynette Lenz (Kaw); 3. Rhonda Fletcher (Hon).

BTH: 1. Forrest Transue (Hon); 2. Brad Hagseth (Hon); 3. Rob Williams (Kaw); 4. Scott Watson (Suz).

UTH: 1. Gary Beyer (KTM); 2. Darrell Jamieson (Yam); 3. Kevin LaVoie (Suz).

30-40 JR: 1. Gary Ulibarri (Hon); 2. Wayne Johnston (Hon); 3. Mark Burgess (Hon); 4. David Lett (Hon); 5. Brett Anderson (Hon).

30-40 INT: 1. Kip Templeton (Hon); 2. Mark Koontz (Kaw).

30-40 EX: 1. Gary Bronikowski (Hon); 2. Ron Sun (Hon); 3. Chuck Sun (Hon); 4. Joe Casey (Yam).

OT NOV; 1. James English (Suz).

OT AM: 1. Milton Harden (Suz); 2. John Foster (Suz).

OT EX: 1. Jim Harris (Yam); 2. James Parks (Hon); 3. Terry Hamness (Kaw).

## Blackburn, Squire top MX of Marion County

### By Kyle Myers

REDDICK, FL, SEPT. 13

More than 175 riders attended the 22nd and final round of Florida Motocross Club 1992 Points Series at Motocross of Marion County. Travis Blackburn topped the 15-24 class and Jim Squire captured the Vintage class win.

In the first 15-24 class moto Travis Blackburn blasted into the lead on his Kawasaki KX500 ahead of Josh Latina, Jacob Fogg, Lonnie Blackburn and Rod Furnell. Furnell and Chris Honski passed Lonnie Blackburn on the opening lap, as Travis Blackburn pulled a three-second lead on Latina. A lap later Honski fell, moving Lonnie Blackburn up into fifth. With two laps to go, Travis Blackburn slid out, as Latina motored by on his Kawasaki KX125. That's all Latina needed to win the moto over Fogg, Blackburn, Furnell, and Lonnie Blackburn.

At the start of the second moto rain began to fall, resulting in a slippery track. Travis Blackburn, again, powered into the lead, with Fogg, Furnell, Lonnie Blackburn and Honski eating his roost. Travis ended up easily winning the second moto as well as the overall, as Fogg and Furnell battled for second. Furnell pressured Fogg the whole race, and, in the last turn, Fogg fell letting Furnell shoot by. Honski and L. Blackburn filled out the top five slots, respectively.

Seventeen riders turned out to compete in the Vintage class. Jim Squire and Ed Garlin battled in each moto, with Garlin winning the first moto and Squire winning the second and overall.

### Results

+25: 1. Phillip Page (KTM); 2. Jimbo Hayes (Yam); 3. Brian Whitcomb (Suz); 4. Dan LaPlaca (Yam); 5. Joe Steidl (Hon).

+30: 1. Phillip Page (KTM); 2. Dell Miller (Kaw); 3. Mike Edwards (Kaw); 4. John Gillespie (Hon); 5. Drew Justice (Hon).

+40: 1. Charles Lehing (Hon); 2. Robert Godfrey (Kaw); 3. Ronald Stone (Kaw); 4. Robert Dare (Kaw); 5. Butch Campbell (Yam).

OPEN NOV: 1. Miek Amedeo (Hon); 2. John Gillespie (Hon); 3. Robert Farnell (Kaw); 4. Randy Lanbert (Hon); 5. Andrew McElroy (Hon).

P/W: 1. Chaz Northey (Yam); 2. Robert Holstein (Yam);

3. Jason Gillespie (Suz); 4. Justin Holstein (Yam); 5. Ryan Northey (Yam).
65: 1. Aaron Perkins (Kaw); 2. Josh Faustino (Kaw); 3. Chaz Northey (Kaw); 4. Derek Keyes (Hon); 5. Andrei Boloni (Kaw).
85 7-11: 1. Robert Farnell (Kaw); 2. Clinton Shealy (Kaw); 3. Aaron Perkins (Kaw); 4. Derek Keyes (Hon); 5. Andrei Boloni (Suz).
85 12-13: 1. Josh Kielty (Suz); 2. Adam Rake (Kaw); 3. Jason Thomas (Kaw); 4.Ken Mock (Kaw); 5. Rusty Johnston (Suz).
85 14-15: 1. Jarrett Tipping (Suz); 2. Wayne Wikie (Kaw); 3. Nathan Sutton (Hon).
S/MINI: 1. Adam Rake (Kaw); 2. Jarrett Tipping (Suz); 3. Wayne Wilkie (Kaw); 4. Jason Thomas (Kaw); 5. Robert Farnell (Kaw).
250 C: 1. Lee Burgess (Hon); 2. Jimbo Hayes (Yam); 3. Mike Suddeth (Yam); 4. Dan Nichols (Hon); 5. Gerald Jones (Suz).
VINT: 1. Jim Squire (Hon); 2. Ed Garlin (Hon); 3. Robert Braun (Hon); 4. Pat Nicolini (Hon); 5. Pete Villacaro (CZ).
16-24: 1. Travis Blackburn (Kaw); 2. Jacob Fogg (Kaw); 3. Rod Furnell (Kaw); 4. Chris Honski (Kaw); 5. Lonnie Blackburn (Kaw).
250/125 BEG: 1. Donald Schemelyn (Yam); 2. Joel Birket (Hon); 3. James Joiner (Hon); 4. Dale Pelletier (Suz); 5. James Permounter (Hon).
125 C: 1. Josh Kielty (Suz); 2. Jason Perez (Kaw); 3. Jerry Knowles (Suz); 4. Mike Bernhart (Hon); 5. Chris Honski (Kaw).
125 B: 1. Jacob Fogg (Kaw); 2. Rod Furnell (Kaw); 3. Kyle Myers (Hon); 4. Jeremy Fogg (Kaw); 5. Ray Stillings (Hon).
125 A: 1. Josh Latina (Kaw).
250 A: 1. Ryan Dean (Hon); 2. Travis Blackburn (Kaw).
250 B: 1. Robert Moriarty (Suz); 2. Benton Smith (Yam); 3. Robert Branagh (Kaw); 4. Drew Justice (Hon); 5. John Bekanich (Kaw).

## Rufe runs rampant at Starwest SX

**By David A. Procida**

MORENO VALLEY, CA, SEPT. 12
Jon Rufe put his Yamaha YZ250 into the winners circle via a second moto win in the 250cc Beginner class at round one of the Cycle World Winners Series at Starwest Supercross Park.

In moto one Doug Hill led a large pack of riders through the first turn only to be passed by Rufe in turn two. Hill's problems became even worse when he stepped off the back of his Yamaha after it shot skyward leaving a jump.

With Rufe in the lead, the pack avoided the fallen Hill and Andrew Gergel slipped into second with Jim Thrift right behind him. Rufe, however, was letting it all hang out and was the first rider to clear the big Maxima step-down jump.

Gergel wasn't about to give the race to Rufe and turned up the after-burners, as he began to reel in the leader. Thrift was only a couple of bike lengths behind, as the lead trio left the pack far behind.

The three riders had opened up a 10-second lead by midmoto when Rufe misjudged the last section of whoops, which resulted in a soil sample dropping him from the lead back to a distant third.

Up front it was now Gergel's turn to soar off the Maxima step-down. Thrift was running a strong second, but Rufe was up and charging hard and had closed the gap between himself and Thrift.

With the white flag signaling one more lap, it was now or never for Rufe. When he entered the whoops, Rufe doubled his way past Thrift only to fall victim to the very same section of whoops as he had earlier.

Thrift avoided Rufe and continued his pursuit of the leader, but time had run out, and it was Gergel taking the checkered in moto one. Thrift took home second followed by Rufe, Michael Tucker, and rounding out the top five was Tim Walker.

Moto two saw Hill make a reappearance, as he grabbed another holeshot, avoiding a first turn pile-up and then another in turn two. He managed to stay on two wheels, but, as he slowed for the jump that claimed him in moto one, the pack soard over him.

Rufe headed the pack with Walker running a breath in front of Tim Ryker, Paul Jennings and charging up into fifth was Thrift. Thrift had been stuck in the turn two pile-up but was not challenging for fourth.

Jennings handed fourth over to Thrift when he washed out just before the finish-line jump, Ryker was passed down the front straightaway by the Kawasaki pilot, and he quickly reeled-in Gergel.

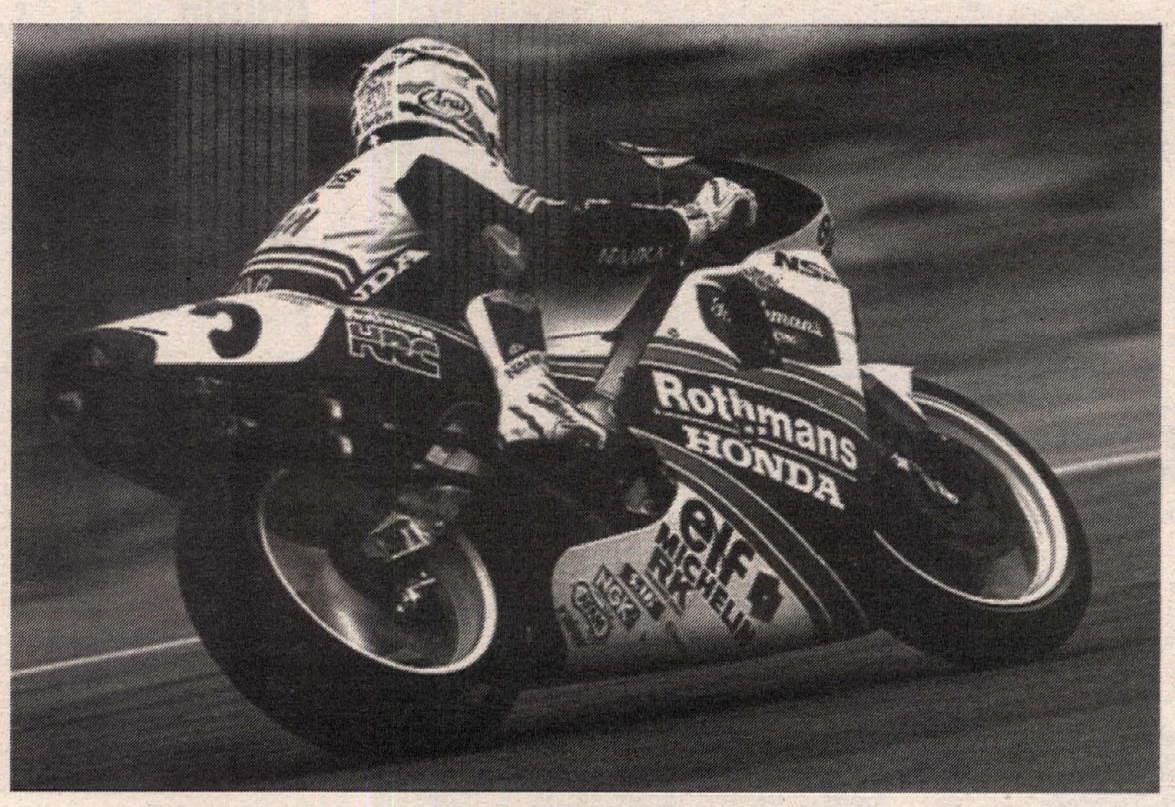
Thrift made his move for second in the whoops and doubled his way by Gergel, but Rufe was enjoying a huge lead as he took the white flag. Thrift never let off, but the best he was able to do was close the gap by a few seconds, as Rufe took the checkered flag and the overall win.

Thrift's 2-2 moto finishes earned him second overall as Gergel made a last-moto charge that left him on the ground and in third, his 1-3 tally was still good for third overall.

**Results**

50 STK: 1. Corey Burnham (Yam); 2. Scott Simon (Yam); 3. Duane Patao Jr. (Yam); 4. Kevin Folgheraitor (Yam).
50 BEG: 1. Matthew Clark (Yam); 2. Daton Beavers (Yam); 3. J.R. Williams (Yam); 4. James Baker (Yam); 5. Christopher Ponce (Suz).
60 6-8: 1. Anthony Bruscella (Kaw); 2. Avery Hightower (Yam).
60 9-11: 1. Bryan McGavran (Kaw); 2. Bobby Beaupre (Kaw); 3. Chris Hunsinger (Kaw); 4. Dustin Brodwolf (Kaw); 5. Chad Vorie (Kaw).
80 12-16: 1. Josh Fink (Kaw); 2. Jeremy Michaud (Kaw); 3. Danny Carlson (Kaw); 4. Kevin Casey (Kaw).
80 8-11: 1. Reginald Mitchell (Suz); 2. Tyson Taylor (Hon); 3. Bobby Beaupre (Suz); 4. Jimmy Fishback (Suz); 5. Bryan McGavran (Suz).
80 12-16 BEG: 1. Neil Alonzo (Suz); 2. William Jaki (Suz);


# One good turn deserves another...

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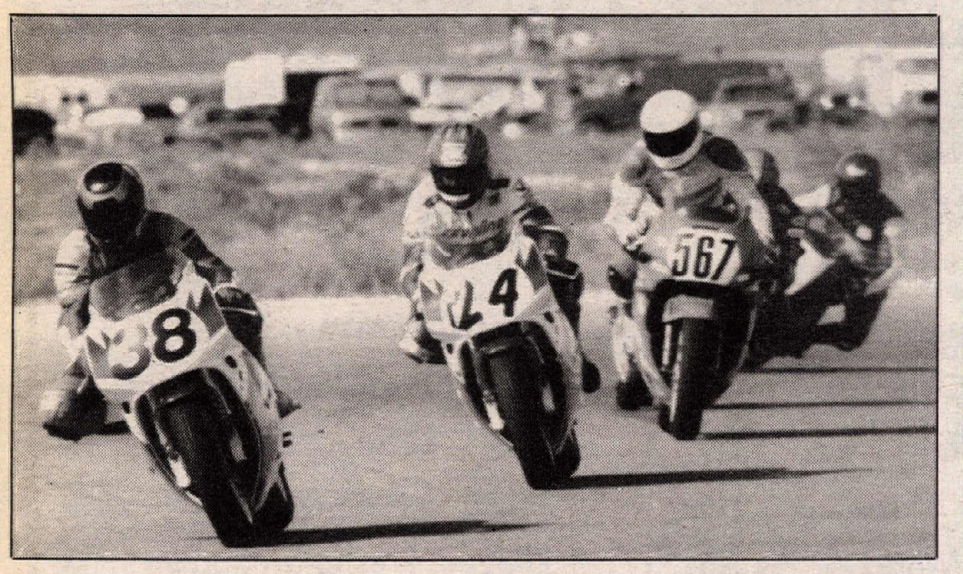
# LOCAL EVENTS

Chuck Kober (7) and Jason Trubey (4) diced at Los Angeles County Raceway.

Las Vegas International Speedway action saw a heated battle between Don Canet (38), Chuck Graves (24) and Steve Teschke (567) in the Middleweight Supersport class.



3. Jason Abbott (Yam); 4. Tim Rasmussen; 5. Sean Clarke (Kaw).

125 BEG: 1. Tim Rush (Suz); 2. Mark Reyes (Hon); 3. Eddie Baucom (Suz); 4. Daniel Lopez (Suz); 5. Brian Brown (Hon).

125 NOV: 1. Salvadore Ugarte (Yam); 2. Eric Schnell (Suz); 3. Clint Warner (Hon); 4. Drue Holdman (Suz); 5. Josh Wray (Yam).

250 BEG: 1. Jon Rufe (Yam); 2. Jim Thrift (Kaw); 3. Andew Gergel (Hon); 4.Michael Tucker (Yam); 5. Michael Barney (Kaw).

250 NOV: 1. Joe Rempp (Hon); 2. Sean Neary (Suz); 3. Joshual Rolfe (Yam); 4. Stephen Petersen (Yam).

500 BEG: 1. David Boyd (Hon); 2. Josh Musscle (Yam).

INT: 1. Greg Schnell (Suz); 2. Dave Ferrier (Kaw); 3. John Sereika (Suz).

PRO: 1. Craig Canoy (yam); 2. Ray McIntosh (Kaw); 3. David McCown (Hon).

25+ NOV: 1. Eric Hameister (Yam); 2. Jeff Versluys (Kaw); 3. Jim Mangold (Yam).

30+ BEG: 1. Johnny Jackson (am); 2. Blake Orgil (Kaw); 3. Tim Hunziker (Kaw); 4. Steve Strobelt (Hon); 5. Scott Burnham (Hon).

30+ NOV: 1. Dennis Foster (Hon); 2. Tony Feldhaus (Kaw); 3. Todd Varble (Hon); 4. Ken Wilson (Hon); 5. Rudy Chavez (Hon).

## Foster wins, but Graves bags the bucks at LVIS Road Race

**By Naomi Bourne**
**Photo by W.J. Field**

LAS VEGAS, NV, SEPT. 5-6

The AMA/CCS Southwest Regional road race grids swelled to an all-time high on Labor Day weekend at Las Vegas International Speedway. Suzuki Cup money and an upcoming National race in southern California tempted racers from seven states to compete and tune their machines. Although Mark Foster claimed the most victories, the big money winner was Suzuki-mounted Chuck Graves.

Graves pocketed $1250 of Suzuki Cup money that was offered during the trio of Supersport races. Graves won two of the sprints after a third-place finish in the Unlimited. The Heavyweight Supersport was red-flagged on the first lap due to riders down in turn one. After the restart, Graves motored to a confident first.

In the Middleweight Supersport, a grid of over 40 entries forced a two-wave start — something that has not been done for years in the Southwest Region. Traffic was a major obstacle, since the experts began moving through the amateurs in lap five. Graves, riding a GSXR600, came from a third-row grid to finish first. Don Canet finished second.

Foster easily won the Lightweight and Middleweight GP sprints. His first-place finish in Unlimited GP, however, was amidst some controversy. Bruce Tebo's front-running Suzuki GSXR1100 blew a motor and started smoking after just a few laps, and oil spilled on the track. All the riders slowed down, but track officials decided against red-flagging the race. Instead, the surface condition flag appeared, and Tebo was black-flagged. Three other fast bikes — ridden by Graves, Dean Mizdal and Frank Cowsill — pulled into the pits. Foster picked up the pace and finished first. Amateur Mark Miller overcame the disadvantages of an old bike and a third-row grid to finish first in the Heavyweight Superbike race. Miller took third overall riding a 1986 Honda VFR750.

### Results

U/L GP: 1. Mark Foster (Yam); 2. Steve Teschke (Hon); 3. James Randolph (Suz); 4. Curtis Adams (Suz); 5. Gregory Mazzola (Suz).

U/L S/SPRT: 1. Curtis Adams (Suz); 2. Robert Wright (Suz); 3. Chuck Graves (Suz); 4. Dean Mizdal (Suz); 5. Mark McDaniel (Suz).

H/W S/SPRT EX: 1. Chuck Graves (Suz); 2. Robert Wright (Suz); 3. Dean Mizdal (Suz); 4. Bruce Tebo (Suz); 5. James Randolph (Suz).

H/W S/SPRT AM: 1. Mark Miller (Hon); 2. Greg Perry (Kaw); 3. Jack Pfeifer (Suz); 4. Dax Snow (Suz); 5. Mike Jenkins (Suz).

M/W S/SPRT EX: 1. Chuck Graves (Suz); 2. Don Canet (Suz); 3. David Adang (Hon); 4. Steve Teschke (Hon); 5. James Randolph (Suz).

M/W S/SPRT AM: 1. Robert Yale (Yam); 2. Mike Declos (Yam); 3. Ronnie Johnson (Yam); 4. Marcus Hubbard (Hon); 5. David Bates (Yam).

L/W S/SPRT EX: 1. Jeff Pepiot (Yam); 2. Leonard Kischner (Yam); 3. James Cox (Suz).

L/W S/SPRT AM: 1. John Neal (Kaw); 2. Kristy Harding (Yam); 3. Sam Wagenseller (Hon); 4. Philip Metscher (Hon); 5. Tommy Carmichael II (Yam).

H/W S/BK EX: 1. Greg Mazzola (Suz); 2. Mark Nolen (Hon); 3. Mike Krynock (Hon).

H/W S/BK AM: 1. Mark Miller (Hon); 2. Jack Pfeifer (Suz); 3. Ronnie Johnson (Yam); 4. Greg Perry (Kaw); 5. Jeff Fuhrman (Suz).

M/W S/BK EX: 1. David Adang (Hon); 2. Mark Nolen (Hon); 3. Henry Tezza (Hon); 4. Leonard Kirschner (Yam); 5. Mike Krynock (Hon).

M/W S/BK AM: 1. Bill Borselli (Yam); 2. Chris Rogers (Yam); 3. Mike Kelley (Yam); 4. Brett Proctor (Yam); 5. Mike Snyder (Hon).

L/W S/BK EX: 1. Martin Harvey (Yam); 2. Jeff Pepiot (Yam); 3. Thomas Hackmann (Kaw); 4. Leonard Kirschner (Yam); 5. Tom Dahl (Suz).

L/W S/BK AM: 1. John Neal (Kaw); 2. Chris Difiglia (Yam); 3. Kristy Harding (Yam); 4. Tommy Carmichael II (Yam); 5. Erik Brandlen (Hon).

M/W GP EX: 1. Mark Foster (Yam); 2. Christopher Waller (Yam); 3. Jay Duff (Yam); 4. Stu Morrison (Hon); 5. Dale Kieffer (Hon).

M/W GP AM: 1. Ronnie Johnson (Yam); 2. Robert Yule (Yam); 3. Rob Lovell (Hon); 4. Norman Harris (Yam); 5. Mike Declos (Yam).

L/W GP EX: 1. Mark Foster (Yam); 2. Jay Duff (Yam); 3. Martin Harvey (Yam); 4. Jeff Pepiot (Yam).

L/W GP AM: 1. Chris Difiglia (Yam); 2. Kristy Harding (Yam).

H/W S/TW EX: 1. Robert Torset (Hon); 2. Tom Dahl (Suz); 3. Jim Cox (Suz).

H/W S/TW AM: 1. Tom Hull (Duc); 2. Sam Wagenseller (Hon); 3. Michael Traficano (Hon); 4. Ray Madonna (Duc); 5. David Hull (M-G).

L/W S/TW EX: 1. Robert Torset (Hon); 2. Tom Dahl (Suz); 3. Thomas Hackmann (Kaw); 4. James Cox (Suz).

L/W S/TW AM: 1. Tom Hull (Duc); 2. David Hull (M-G); 3. Ray Madonna (Duc).

SPTSMN EX: 1. Martin Harvey (Yam); 2. Tom Dahl (Suz); 3. Jack Baker (Yam); 4. James Cox (Suz); 5. Adrian Braithwaite (Yam).

SPTSMN AM: 1. John Neal (Kaw); 2. Philip Metscher (Hon).

SOLO GTO EX: 1. Mark Foster (Yam); 2. Robert Wright (Suz); 3. Aaron Lanningham (Suz); 4. Michael McBrady (Suz); 5. Steve Moreno (Suz).

SOLO GTO AM: 1. Jack Pfeifer (Suz); 2. Mark Hayek (Kaw); 3. Mark Miller (Hon); 4. Greg Perry (Kaw); 5. Jeff Fuhrman (Suz).

SOLO GTU EX: 1. Don Canet (Suz); 2. Stu Morrison (Yam); 3. Steve Teschke (Hon); 4. Mark Nolen (Hon); 5. Thomas Hackmann (Yam).

SOLO GTU AM: 1. Mike Declos (Yam); 2. Robert Yule (Yam); 3. Mike Kelley (Yam); 4. Jimmy Petrolia (Yam); 5. Brett Proctor (Yam).

## Loppnow leaps to LACR MX win

**By Scott Hoffman**

PALMDALE, CA, SEPT. 13

Duke Loppnow put together an impressive two-moto sweep to grab the overall win in the Vet Intermediate class during California Racing Club's motocross at Los Angeles County Raceway.

Moto one saw Charlie Strong grab the early lead, with Loppnow and Scott Curtis following. On lap four Curtis made a move on Loppnow and passed him to take over second place behind Strong. By the halfway point, Loppnow started to gather his composure and began a charge for the lead. Loppnow dropped Curtis back to the third spot. Loppnow started to put some extra pressure on Strong, squeezing by to take the lead on lap six. At the finish Loppnow held off a charge to grab the win over Strong.

Strong motored his Kawasaki to an early lead in moto two, with Curtis and Loppnow trailing behind. The moto was a repeat of the first race, with the top three riders banging bars for the lead. On lap five, Loppnow blew past Curtis through the whoops, and did the same to Strong one lap later. Once in front, Loppnow started to pull away.

The battle was now for the second spot, and neither Strong or Curtis were willing to give an inch. Curtis was trying everything to get around Strong, but Strong had the power advantage on his Open class bike. Loppnow rode to the win and the overall, while the battle for second place came down to the wire. The two riders crossed the finish line within inches of each other, with Strong holding on for the second position.

### Results

B-2: 1. Anthony Barbacovi (Yam); 2. Dave Hall (Yam); 3. Justin Vettel (Yam); 4. Lindsey Jordan (Yam); 5. Joe Poole (Yam).

P/W B-2: 1. Blake Mitchell (Yam); 2. Chris Nihan (Yam); 3. J.J. Hall (Yam).

P/W A: 1. Jerry Martinez (Yam).

P/W MOD: 1. Scott Howe.

80 BEG: 1. Clint Shepard (Suz); 2. Chris Hayes (Kaw); 3. Shawn Mitchell (Kaw); 4. Tyler Buck; 5. Mike Oliver (Suz).

80 NOV: 1. Danny Guernsey (Hon); 2. Joel Nelson (Kaw); 3. Greg Andrew (Suz).

B/W: 1. Ricky Dale (Kaw).

60 0-8: 1. Justin Jorden (Kaw); 2. Scott Howe; 3. Ryan Martin (Kaw); 4. Shane Mitchell (Kaw).

60 9-11: 1. Brian McKnight (Kaw): 2. Tyson Tittlemier (Kaw); 3. Adam Herpy (Kaw); 4. Justin Webber (Kaw).

125 BEG: 1. Mike Sprowl (Kaw); 2. Brian Rush (Suz); 3. Mike Odom (Hon); 4. Trevor Timble (Hon); 5. Ryan Fleming (Hon).

125 NOV: 1. Loren Jenkins (Hon); 2. Danny Woodard (Suz); 3. Fred Ogrim (Hon); 4. Kenny Reed (Kaw); 5. Keith Katz.

125 INT: 1. Roy Bremenour (Kaw).

125 PRO: 1. Jeff Barbacovi (Yam).

250 BEG: 1. John Dean (Hon); 2. Ray Harp (Kaw); 3. Gary Beaird (Hon).

250 NOV: 1. David Barlow (Kaw); 2. Daniel Cleveland (Suz); 3. Jason Trubey (Kaw); 4. Duke Loppnow (Kaw); 5. Chuck Kober (Suz).

500 BEG: 1. Bob Bednarczyk (Hon).

500 NOV: 1. Alan Kadalak (Hon).

500 INT: 1. Owen Dickson (Hon).

JR VET BEG: 1. Bobby Hermanson (Hon).

JR VET NOV: 1. Jeff Hall (Suz).

JR VET INT: 1. Scott Merphy (Hon).

VET BEG: 1. Tim Mendenhall (Kaw); 2. Bobby Blaine (Yam); 3. Jon Hall (Suz).

VET NOV: 1. Steve Schrobsdorf (Yam); 2. Tim McAdams (Kaw); 3. Mark McCulloch (Kaw); 4. Dewey McDewey (Hon).

VET INT: 1. Duke Loppnow (Kaw); 2. Charlie Strong (Kaw); 3. Scott Curtis (Hon); 4. Randy Anderson (Yam).

SR NOV: 1. Dal Trubey (Kaw).

## Hoffmeister handles Montgomery Short Track

**By Tim McBride**

MONTGOMERY, MN, SEPT. 19

Faribult H-D/C&B Auto/Reynolds Printing-backed Billy Hoffmeister scored his third consecutive Open Pro class victory at Montgomery Speedway's one-fifth-mile oval.

In the Open Pro heat race, Hoffmiester grabbed the holeshot and led Norb Gregory, Verdeen Langland, Randy Triplett, Eric Brouhard and Mike Hoe down the back straight. After three laps and several position changes, Hoffmeister opened up a comfortable lead to take the win, leaving a fierce battle to be decided for second through sixth. Gregory maintained the runner-up spot for five laps before succumbing to the pressure of both Brouhard and Langland.

The main event was not as easy for Hoffmeister, however. After the start he was hounded by Langland. Langland positioned himself on Hoffmeister's rear fender, looking to the outside on turns three and four of every lap, but Brouhard moved in to steal the runner-up spot from Langland on the last circuit.

Two heats determined the grid for the Senior Vintage main. Heat race winners, Steve Hill and Bob Kohner picked the first two starting spots on the line, but it was Charlie Langland who pulled the holeshot aboard his vintage Ducati single and led wire to wire with Hill, Kohner, Joe Blackwell, Keith Raveling, John Sutherlin and Frank Radloff in tow.

Tim McBride scored a narrow victory over Kevin Van Alstine in the 125cc B main. The two riders lined up for a rematch in the 250cc B final, alongside of Tim Zemanovic and Bill Berard. Heat winner McBride led for two laps after the start but was passed by Van Alstine, who scored the win going away. With two laps remaining, Zemanovic and Berard followed suit, relegating McBride to fourth in turn three.

The Open B main was a barn-burner. Heat race winners, Ron Brisbin and Tony Kohner squared off for the main. Kohner led the way until Brisbin squeezed by on the last lap to steal the win with Dave Peterson, Tim Zemanovic and Troy Brisbin in their wake.

### Results

OPEN PRO: 1. Billy Hoffmeister (H-D); 2. Eric Brouhard (H-D): 3. Verdeen Langland (Hon); 4. Mike Hoe (Hon); 5. Randy Triplet (W-R).

OPEN B: 1. Ron Brisbin (Hon); 2. Tony Kohner (Hon); 3. Dave Peterson (Hon); 4. Tim Zemanovic (Yam); 5. Troy Brisbin (Hon).

250 A: 1. Curt Kwitt (Kaw); 2. Mike Bertram (Kaw); 3. Verdeen Langland (Kaw); 4. Tim Zemanovic (Hon).

250 B: 1. Kevin Van Alstine (Yam); 2. Tim Zemanovic (Yam); 3. Bill Berard (Hon); 4. Tim McBride (C-A).

125 FT: 1. Tim McBride (C-A); 2. Kevin Van Alstine (Hon).

SR VINT: 1. Charlie Langland (Duc); 2. Steve Hill (Tri); 3. Bob Kohner (Hon); 4. Joe Blackwell (Yam); 5. Keith Raveling (Hon).

NOV: 1. Ron Brisbin (Hon); 2. Todd Johnson (Hon); 3. Keith Raveling (Yam).

85: 1. Stephanie Welch (Yam); 2. Keegan Overson (Suz).

MICRO MINI: 1. Tony Traxler (Yam); 2. Billy Olson (Yam); 3. Cohlman Rutschow (Yam).

## DeVane dials in Dade City MX

**By Kyle Myers**

DADE CITY, FL, SEPT. 12

Vince DeVane posted a 1-1 moto sweep to top the Open Amateur class in the 15th round of the Dade City Points Series at Dade City MX Park.

When the field rounded the long sweeper turn in moto one, Ricky Hampshire led the way with Derek Youngblood, DeVane, Kenny Yoho and Scott Barnes on his heels. Youngblood and DeVane shot by Hampshire on a tabletop, and started to pull away from the pack. DeVane then slipped by Youngblood, only to bobble one lap later and give Youngblood back the lead. Youngblood and DeVane battled side by side down a straight-away, and DeVane out-braked Youngblood going into the following turn. DeVane held on for the win with Youngblood the runner-up.

DeVane motored into the lead to start the second moto, with Youngblood, Yoho, Barnes and Bobby Prouix following. DeVane and Youngblood pulled away from the rest of the 11-rider field, until Youngblood crashed on the third lap. AXO/Renthal/Oakley/FMF/Barr's Comp./Power Mist/Dunlop/Motorcycle Stuff/No Limit/Pro-Action/Suzuki West-sponsored DeVane opened up a huge lead, and rode to the victory and the overall.

### Results

P/W: 1. James Stewart (Yam); 2. Chaz Northey (Yam); 3. Jason Bennett (Yam); 4. Clayton Martin (Yam); 5. Kyle Williamson (Yam).

65: 1. J.B. Ballard (Kaw); 2. Tyson Hadsell (Kaw); 3. Aaron Perkins (Kaw); 4. Tim Hansen (Kaw); 5. Mike Edwards (Kaw).

250 C: 1. Bill Tribby (Suz); 2. Bucky Dennis (Hon); 3. Dale Sowder (Hon); 4. Jay Holzhueter (Hon); 5. Chris Nelson (Yam).

125 BEG: 1. Greg Westbrook (Hon); 2. J.D. Holmes (Yam); 3. Matt Celender (Kaw); 4. Johnny Crews (Kaw); 5. Craig Chandler (Hon).

125 C: 1. Kevin Nance (Hon); 2. Dale Sowder (Hon); 3. Bobby Proulx (Suz); 4. Jason Blackburn (Suz); 5. Darrin Hosfield (Suz).

125 B: 1. James Scarborough (Hon); 2. Scott Lamb (Hon); 3. Kyle Myers (Hon); 4. Shawn Willis (Suz); 5. Mike Floyd (Suz).

125 B+: 1. Ricky Hampshire (Suz); 2. Jason Sybert (Hon); 3. Kenny Yoho (Suz); 4. Jason Metz (Suz).

250 BEG: 1. Cliff Raberge (Hon); 2. Eddie Steinmetz (Kaw); 3. Darrell Kirby (Suz); 4. Mike Sidwell (Hon); 5. Sean Sidwell (Hon).

250 B: 1. Kenny Yoho (Suz); 2. Ricky Hampshire (Suz); 3. Johnny Hudson (Yam); 4. John Harris (Yam).

80 BEG: 1. Justin Bryant (Yam); 2. Peter Smith (Kaw); 3. John O'Neal (Yam); 4. Jerry Archer (Hon); 5. Todd O'Neil (Yam).

+25: 1. J.D. Stockton (Hon); 2. Wes Shallow (Hon); 3. Matt Kretschner (Hon); 4. Lenny Lewis (Hon); 5. Ron Hellmann (Yam).

+30: 1. Russ Human (ATK); 2. Andrew Saulo (Kaw); 3. Ron Hellmann (Yam); 4. Wes Shallow (Hon); 5. J.D. Stockton (Hon).

+40: 1. Rob Preston (Hon); 2. Ted Dorman (Kaw); 3. Van Aderhold (Mai).

OPEN NOV: 1. Joe Germana (Hon); 2. Kevin Parrish (Hon); 3. Richard Sturn (KTM).

SCHBY 12-15: 1. Ricky Carmichael (Kaw); 2. Jason Sybert (Hon); 3. Scott Lamb (Hon); 4. Jerry Knowles (Suz); 5. Billy Wood (Kaw).

MINI C: 1. Dave Polege (Kaw); 2. Jason Freeman (Yam); 3. Jeremy Doctor (Kaw); 4. Aaron Perkins (Kaw); 5. Ray Hansen (Kaw).
MINI B: 1. Josh Kielty (Suz); 2. Billy Wood (Kaw); 3. J.B. Ballard (Suz).
MINI A: 1. Ricky Hampshire (Kaw).
OPEN MONEY: 1. Derek Youngblood (Hon); 2. Vince DeVane (Suz); 3. Ricky Hampshire (Suz); 4. Kenny Yoho (Suz); 5. Johnny Hudson (Yam).
OPEN AM: 1. Vince DeVane (Suz); 2. Kenny Yoho (Suz); 3. Ricky Hampshire (Suz); 4. Derek Youngblood (Hon); 5. John Harris (Yam).

## Diem tops East Coast Speedway Championship at Owego

**By Ian Charles**

OWEGO, NY, SEPT. 11

Warren Diem continued to dominate East Coast speedway action by wining the East Coast Speedway National Championship for the fifth year in succession at Owego. To the delight of his fans, he won the number one plate with a display that showed he is a true speedway racer. Not only did he win races from the gate but showed that he was not afraid to pass on the tight Owego track.

In the 20-heat meeting, Warren scored a maximum 15 points, giving him automatic choice of first-gate position in the main event. But his points did not come easy. In his second race, he missed the gate altogether, and found himself at the back. He soon made up ground on the others, passing Kenny Peiper around the outside. He continued to push and by lap two, he was chasing race leader Lenny McBride. For the next lap he tried to pass McBride on the inside and outside without success, but as the pair left turn four in the dash for the line, McBride slipped wide, and Diem shot through the gap to take the points.

McBride dropped another point to Damien Cornwell to qualify for the main with 13 points. Cornwell tied with Johnny Lewis with nine to complete the lineup.

In heat one of the main event, Diem dropped his first point to Lenny McBride, who showed the defending champion that he was not invincible. But Diem levelled the score in heat two, when McBride was left at the gate and had to fight his way through to gain two points.

Heat three saw another Diem win, but Cornwell and Lewis had a spectacular collision. Cornwell locked up on the first turn, leaving Lewis no room to move. He was thrown head over heels as he hit Cornwell squarely in the back. Both were uninjured but they were quickly repairing their machines.

The final heat of the main saw Lewis throw the surprise of the meeting, when he shot out of the gate, leaving Diem and McBride battling for second. Diem then went after Lewis but could not make up the ground on him. Realizing he was champion, he stayed in second place, with McBride behind him.

In the division two East Coast Nationals the champion was 17-year-old Jerimiah Smith, who domintated the heats and main and dropped only a single point all evening. In only his second year as a speedway rider, Smith looked confident and relaxed, as he dominated the racing.

**Results**

O/A: 1. Warren Diem; 2. Lenny McBride; 3. Damien Cornwell.
D-2: 1. Jerimiah Smith.

## Bardoner blazes at Byran MX

BYRON, IL, SEPT. 12-13

Jeromy Bardoner scored a three-moto sweep in the 125cc B class at Motosports Park's District 17 Championship race.

Jeff Hill pulled a couple of holeshots in the class, only to have Bardoner pass him midway through the motos. Once Bardoner moved into the lead, he was never challenged in any of the motos.

Tim Filippi took overall honors in the Plus 25 class with a first-moto win over Tim Bares and Rusty Ott, who stayed within a few feet of Filippi all the way to the checkers.

The second moto was a little different, with Filippi gating poorly. Bares led until lap four, when a nasty get-off set him back to 10th. Ott rode to the win, and the stage was set for a showdown in the final moto.

Filippi was not to be denied, and he pulled the holeshot and rode hard to the win, despite the best efforts of Ott to overtake him.

Rick Poplowski got the first-moto win in the Plus 30 class, with Bard Nordlof placing second and Gerhard Ward third.

Poplowski pulled an impressive second-moto holeshot, but a nasty-looking endo took him out of contention. Nordlof and Ward put a 20-second margin on the field, with Nordlof crossing the line first.

In the third moto Poplowski pulled the holeshot and led for the first two laps with Ward hot on heels. On lap three Ward made the pass. Nordlof suffered a bad start, and was doing a good job working through the pack. At the white flag, he cased it on a set of doubles and lost the overall when Paskus passed for first. Ward finished in second place, while Paskus earned first overall.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Hosted by Larry Huffman

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|---|---|---|---|
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| 9122 | 5:30 pm - 6:30 pm | '88 Dallas Supercross | Thursday, Oct. 8 |
| 9123 | 5:30 pm - 6:30 pm | '88 Pontiac Supercross | Thursday, Oct. 15 |
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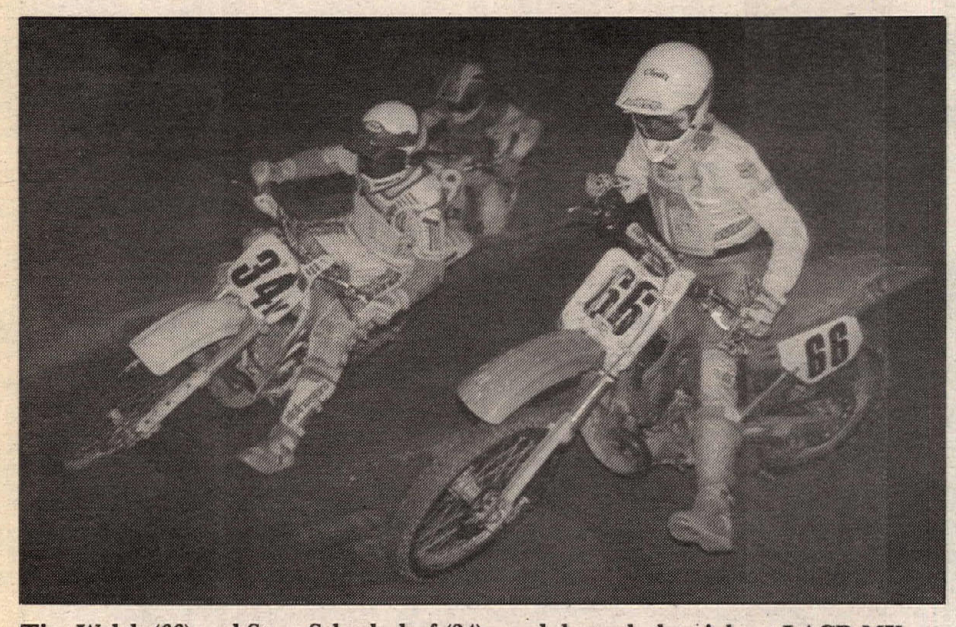

Tim Welch (66) and Steve Schrobsdorf (34) raced through the night at LACR MX.

Tom Majeski (3A) led Bob Sweeten (64) across the Trail-Way Short Track finish line.

**Results**

65: 1. Brandon Bartz (Kaw); 2. Ritchey Moore (Kaw); 3. Joseph Brewer (Kaw); 4. Dustin Lustig (Kaw); 5. Nic Petty (Kaw).
85 SR: 1. Ryan Dauber (Kaw); 2. Nick Spierowski (Kaw); 3. Justin Guthrie (Hon); 4. Chae Evans (Kaw); 5. Shawn Kennedy (Hon).
125 A: 1. Jack Lee (Suz); 2. Rusty Ott; 3. Travis Schnowske (Hon); 4. Tim Damron (Hon); 5. Jeff Hill (Yam).
125 B: 1. Jeromy Bardoner; 2. Jeff Hill (Kaw); 3. Tim Palka (Hon); 4. Brandon Jeffrey (Hon); 5. William Embree (Yam).
250 A: 1. Breck Powers; 2. Jim Randa; 3. Bret Pedone (Hon); 4. William Taylor (Yam).
250 B: 1. Todd Sheedy (Hon); 2. Jerry Hill (Kaw); 3. Jeff Hill (Kaw); 4. Brien Fell (Hon); 5. Tim Palka (Yam).
OPEN: 1. David Brill (Kaw); 2. Robert Edler (Hon); 3. Tim Bares (Kaw); 4. Mike Hinds (Hon); 5. Gerhard Ward (Mai).
VINT: 1. Dave Thomas (Hon); 2. Dave Suslee (Hon); 3. Denny Goodman (Yam); 4. Lyn Campbell (Kaw); 5. Jason Dollas (Yam).
85 JR: 1. Brandon Bartz (Kaw); 2. Derrick McKinney (Hon); 3. Doug Hutson (Hon); 4. Jimmy Drozd (Suz); 5. Nick Walsh (Suz).
SCHBY: 1. Tim Chapman (Yam); 2. William Embree (Yam); 3. Nic Spierowski (Suz); 4. Chris Lewinski (Hus); 5. Jeff Valdez (Hon).
50: 1. Jason Watkins (Yam); 2. Tad Tyrell (Yam); 3. Anthony Weber (Yam); 4. Thomas Molitor (Yam); 5. Bo Johnson (Yam).
+25: 1. Tim Filippi (Kaw); 2. Rusty Ott; 3. Dave Brill (Kaw); 4. Robert Edler (Hon); 5. Tim Bares (Kaw).
+30: 1. Brad Nordlof (Hon); 2. Gerhard Ward (Mai); 3. Vic Paskus; 4. Cameron Cumpston (Yam); 5. Brad Leet (Hon).
+40: 1. Dave Harvey (Hon); 2. Ron George (Kaw); 3. Loren Cook (Hon); 4. Brian McNamara (Yam); 5. Don Bolden (Hon).

## Schwartz on top at Lake Perris Speedway

**By Scott Daloisio**

PERRIS, CA, SEPT. 17

Two-time National Speedway Champion "Boogaloo" Bobby Schwartz jumped all over the competition and won the Budweiser Scratch and Handicap main events at Brian and Judy Church's Lake Perris Speedway.

In the Scratch main, Schwartz stopped Mike Faria's win streak at five on the Riverside County oval. Coming from gate three, Schwartz blew away Faria, Scott Brant and Steve Lucero off the line. Faria and Brant immediately became embroiled in a battle for the number-two spot. Their jostle let Schwartz move away.

As the four-lap race progressed, Schwartz continued to move away from the pack. When veteran starter Paul Neighbors put out the checkered flag, Schwartz was five lengths clear of runner-up Faria. Brant took third and Lucero was fourth.

The Handicap main featured the best field of the year at Lake Perris Speedway. There were no riders off the short yardages. Three riders started on the 40, four on the 50 and one on the 60. When the green light came on, Schwartz, once again, jumped into the lead and waved good-bye to the pack. Brant, after starting on the 50, fought his way past 40-yard-line starters Brent Werner and John Aden. The 23-year-old Schwartz was clearly the fastest rider on the track, but he had no chance of catching and passing Schwartz. Just like the Scratch main, Schwartz posted a convincing five-length victory. It was his first Lake Perris Handicap main win of the 1992 season. Brant stayed in second for the duration followed by Werner, Lucero and Faria.

Richard Jones, a world class pairs roller skater, steered his Weslake to the Support class win for the second week in a row. Kelly Bennett placed second with Bob Bechtold third.

**Results**

SCRATCH: 1. Bobby Schwartz (Wes); 2. Mike Faria (Wes); 3. Scott Brant (Wes); 4. Steve Lucero (Gdn).
HDCP: 1. Bobby Schwartz (Wes); 2. Scott Brant (Wes); 3. Brent Werner (Jaw); 4. Steve Lucero (Gdn).
SUPP: 1. Richard Jones (Wes); 2. Kelly Bennett (Wes); 3. Bob Bechtold (Wes); 4. Heuy Pierce (Wes).
SDCAR: 1. Dean Steele/Dwayne King (Hon); 2. Randy McIntyre/Robert Dent (Kaw); 3. Peter Lewis/Jamie Macy (Kaw); 4. Don Horsley/Robert Harrell (Kaw).

## Price pounds Pros at Trail-Way ST

**By Len Breech**

HANOVER, PA, SEPT. 12

Rookie Expert Georgie Price took a break from the Camel Pro circuit to return to one of his old stomping grounds for the first time this season and dominated the 600cc Pro class on his Dorsey Builders/T-Shirt Etc./Racers Edge-sponsored Rotax. Also, part of his "gang", Uncle Bob Sweeten and Tom Magee each scored a win. Sweeten in the 600cc A and Magee in the 600cc B class. Sweeten also rode Price's machine to a near-win in the Veteran final, but Tom Majeski took the lead at the halfway flags and held on for the victory. Chuck Buchanan earned the 250cc A, while Clarence Bull recorded his second straight 750cc win over John Winsett Sr. and Paul Crumling.

Also winning their second-straight were Ben Miller in the 65cc class, Adam Gamble in the 55cc division and Paul Lynch in the 250cc class.

Price quickly jumped in front of Mike and Kevin Varnes and Rob Majeski in the 600cc Pro class. Two-time Junior National winner Kevin Varnes slipped past his Expert cousin at the end of the second lap and stayed with Price. Majeski also stayed close, and, as the race wore on, the rest faded and he got by Mike Varnes for third on the last lap. Kevin closed in on Price in the late laps.

Chuck Buchanan grabbed the lead from Bob Sweeten, Gary Clark and Phil Libhart at the start of the 600cc A feature. But by the end of the first lap, Sweeten used his experience to take the lead.

At the halfway point, Jack Franklin grabbed fourth when Libhart bobbled in turn two. Buchanan stayed close but couldn't get by.

Buchanan jumped in front of Todd Winsett, Ken Yoder and Kevin Miller, as the 250cc A class exited the second turn. After a typical slow start, Paul Lynch started to slice his way through, grabbing fourth by the third lap and displacing Yoder for third on the sixth lap.

Sweeten jumped in front of Tom Majeski, John Winsett and the rest of the pack. The front two quickly pulled away, with Majeski taking the lead as they completed the halfway mark. Heberling also got by Winsett about the same time. Sweeten stayed close until the closing laps, when Majeski hit the lappers right and really put some distance on him.

**Results**

600 A: 1. Bob Sweeten (Rtx); 2. Chuck Buchanan (Rtx); 3. Gary Clark (Rtx); 4. Phil Libhart (Rtx); 5. Jack Franklin (Rtx).
65: 1. Ben Miller (Yam); 2. Bill Stillwell (Kaw); 3. Corey Hormes (Kaw); 4. Will Russell (Hon); 5. Brandon Kreeger (Kaw).
250 A: 1. Chuck Buchanan (Suz); 2. Todd Winsett (Hon); 3. Paul Lynch (Hon); 4. Ken Yoder (Yam); 5. Bill Bromley (Suz).
55: 1. Adam Gamble (M-M); 2. Jimmy Owens (Yam); 3. Scott Morrison (Yam); 4. Corey Hormes (Yam); 5. Dan Guiseppe (Yam).
750: 1. Clarence Bull (Yam); 2. John Winsett Sr. (H-D); 3. Paul Crumling (Hon).
85: 1. John Winsett (Suz); 2. Tom Skethway (Hon); 3. Jake Johnson (Hon); 4. Donald Mullen (Yam); 5. Paul Allison (Hon).
600 PRO: 1. Georgie Price (Rtx); 2. Kevin Varnes (Rtx); 3. Rob Majeski (Rtx); 4. Mike Varnes (Rtx); 5. Randy Texter (H-D).
250 B: 1. Shane Merryman (Yam); 2. Jeff Winsett (Hon); 3. Eddie Wharton (Yam); 4. Bobby Bills (Suz); 5. Roy Miller (Cag).
600 B: 1. Tom Magee (Rtx); 2. Shane Merryman (Rtx); 2. Todd Temple (Hon); 4. Jeff Sassaman (Hon); 5. Mike Thomas (Yam).
VET: 1. Tom Majeski (Rtx); 2. Bob Sweeten (Rtx); 3. Joe Heberling (Yam); 4. Jim Chapman (Rtx); 5. John Winsett (Rtx).
200: 1. Paul Lynch (Hon); 2. Mike McKee (Kaw); 3. Tim Russell (Suz); 4. Nathan Davis (Cag); 5. Thomas Sewell (Yam).

## Nihan nails LACR MX win

**By Greg Robertson**

PALMDALE, CA, SEPT. 18

Thousand Oaks Yamaha-sponsored Chris Nihan held off the charges of Kyle Barden in both motos to earn overall honors in the Pee Wee B-1 class at California Racing Club's Friday night motocross at Los Angeles County Raceway.

Nihan jumped out to an early advantage in moto one, followed by Eric Durrer and Blake Margheim. Barden had trouble off the start, and was in last place. Picking off one rider per lap, Barden worked up to leader Nihan's rear fender by the last lap and was looking for a way around. Nihan was handed the win when Barden fell with only a few turns remaining. Barden quickly remounted to finish second ahead of Sean Collier.

Fast-starting Nihan grabbed the second-moto holeshot. Barden had his work cut out for him as he was forced to work through the pack again. Midway through the race, Barden caught Nihan and applied pressure, but Nihan held him off all the way to the checkered flag to score the well-deserved win. Barden took home the second-place trophy.

Randy Wysocki went wire to wire to win the first Vet-Novice moto. Steve Schrobsdorf and Chris Perez fought over second place for the entire race, with Schrobsdorf securing the spot at the finish. Bob Shimp put in a hard ride, coming from 11th to finish fourth at moto's end.

Schrobsdorf edged out Wysocki and Shimp for the second-moto holeshot, and held them at bay for four laps before Shimp made a pass through a whoop-section for the lead. Shimp pulled away for the moto-win, but Schrobsdorf's consistent 2-2 score gave him the overall victory. Wysocki went 1-3 for second overall.

**Results**

P/W MOD: 1. Scott Howe; 2. Jason Ciarletta (Yam).
P/W B-1: 1. Chris Nihan; 2. Kyle Barden (Yam); 3. Eric Durrer (Yam); 4. Sean Collier (Yam); 5. Blake Margheim (Yam).
P/W B-2: 1. Gerard Patin (Yam); 2. Francisco Cobo (Yam); 3. Anthony Morris (Yam); 4. Drew Flum (Itj); 5. Brett Mountain (Yam).
60 0-8: 1. Scott Howe; 2. Daryl Ecklund (Kaw); 3. Jason Ciarletta (Kaw); 4. James Thompson (Kaw).
60 9-11: 1. Chris Gosselaar (Kaw); 2. Billy Payne; 3. Todd Gosselaar (Kaw); 4. Tyson Tittlemeir (Kaw); 5. Johner Faulkner.
MINI BEG: 1. Christopher Gosselaar (Suz); 2. Mike Collier (Kaw); 3. Clint Shepard (Suz); 4. Josh Gregg (Suz); 5. Bryce Thompson (Hon).
MINI NOV: 1. Michael Young (Suz); 2. Michael Rowland (Hon).
MINI INT: 1. Lanny Turner (Suz).
MINI BIG WHL: 1. Chris Blanton (Kaw); 2. Andrew Labrador (Kaw).
125 BEG: 1. Ryan Fleming (Hon); 2. Andrian Leon (Suz); 3. Guy Faria (Hon); 4. Mike Blazer (Suz); 5. Brian Martin (Suz).
125 NOV: 1. Bobby Hall (Kaw); 2. Andre Camargo (Suz); 3. Mike Crosby (Kaw); 4. Josh Jenkins (Yam); 5. Brian Alsobrook (Hon).
250 BEG: 1. Bob Leftwich (Yam); 2. Jason Fontes (Kaw); 3. Gary Beaird (Hon); 4. Michael Deitz (Hon); 5. Mat Heinstedt (Kaw).
250 NOV: 1. Dallas Coulter (Yam); 2. John Keefer (Yam); 3. Erik Kleven (Hon); 4. John Valko (Hon); 15. Adilson Gaspar (Hon).
250 INT: 1. Karl Lindstrom (Hon); 2. Roy Bremenour (Yam).
250 PRO: 1. Bill Sauro (Hon); 2. Steven Kotajarvi (Kaw); 3. Mike Dunlap (yam).
500 BEG: 1. Ken Busse (Hon).
JR VET BEG: 1. Rick Farr (Yam); 2. K.O. Halfhill (Kaw); 3. Tim Welch (Kaw).
JR VET NOV: 1. Steve Corteville (Hon); 2. Steve Schrobsdorf (Yam).
JR VET INT: 1. Steve Fernandez (Hon).
VET BEG: 1. Wayne Park (Hon); 2. Gregg Hunsaker (Suz); 3. Bruce Hathaway (Yam); 4. Leo Eaton (Suz); 5. Andy Flum (Yam).
VET NOV: 1. Steve Schrobsdorf (Yam); 2. Randy Wysocki (Kaw); 3. Bob Shimp (Suz); 4. Bill Kolkman (Hon); 5. Chris Perez (KTM).
VET INT: 1. Eddie Caldwell (Hon).
SR BEG: 1. Bill Weltman (Hon); 2. Larry Kirsch (Hon).
SR EX: 1. Steve Dunlap (Yam).

## Reynard two-for-two at Summerset Motocross

**By Pam Lambert**

N. LITTLE ROCK, AR, SEPT. 7

Approximately 3500 spectators turned out for the Summerset festivities and saw Oklahoma's newest Expert Robbie Reynard take home the biggest slice of the $3000 purse at the Miller-sponsored Summerset MX at Burns Park.

Reynard won every moto in both the 125 and 250cc/Open Expert classes, thrilling the crowd with wire-to-wire and come-from-behind wins.

Fifteen-year-old Reynard put his Team Green Kawasaki out front at the start of the first 125cc Expert moto. Dennis Hawthorne, Jason Krempin and Bret Beauchamp rounded out the top four. Reynard enjoyed a ride out front without a challenge, while Hawthorne struggled lap after lap to keep Krempin behind him. Moto one ended with Reynard, Hawthorne, Krempin finishing first, second and third, respectively, while Roy Schellenberger and Beauchamp rounded out the top five.

Hawthorne blasted off the line into the lead in the second moto followed by Schellenberger, Krempin and Reynard.

Reynard quickly reeled-in Krempin and set out to pass Schellenberger, which he did over the big tabletop jump halfway through lap three. Reynard then set his sights on Hawthorne and found the opening he was looking for by slipping past to take the lead on the finish line straight just as the halfway flags came out. Reynard pulled away, while Hawthorne settled into second. At the finish it was Reynard, Hawthorne, Schellenberger, Krempin, and Beauchamp rounding out the top five.

In the 250cc/Open Expert class, Reynard showed his stuff by quickly jumping out front, leaving Hawthorne second and Kawasaki's Gene Naumec back in seventh. As Reynard led, Hawthorne tried to stay a close second, while hometown rider Scott Chesser held third. Naumec began picking off riders. By the beginning of lap four, Naumec picked off Beauchamp, Schellenberger, Krempin and Chesser to take over third and was glued to Hawthorne's rear fender.

Hawthorne and Naumec battled lap after lap, with Naumec pulling his Kawasaki KX500 close to Hawthorne's Kawasaki KX 250 down the straightaways. The moto win went to Reynard, while Hawthorne held on for second, while Naumec, Schellenberger, and Krempin rounded out the top five.

When the gate fell for the final race of the day, Hawthorne grabbed the holeshot. Reynard was close behind, as was Naumec. The battle heated up, as Hawthorne tried to shake Reynard and Naumec by clearing the big doubles, while Reynard chose to single them. Naumec pulled closer to Reynard.

As the white flag came, it appeared Hawthorne had first in hand, but Reynard's persistence paid off, as he slipped past taking the moto and overall win. Hawthorne managed to hold off Naumec's last-turn charge to take second.

**Results**

50: 1. Dallas Williams (Yam); 2. Brian Green (Yam); 3. Brandon Rast (Yam); 4. Zachary Villareal (Suz); 5. Stosh Skinner (Hon).
60: 1. Eric Greer (Kaw); 2. Matthew Pierce; 3. Brandon Simpson (Kaw); 4. Barry Kilpatrick (Kaw); 5. Dallas Williams (Kaw).
80 JR: 1. Gavin Burkman (Hon); 2. Bryan Gates (Hon); 3. Nicholas Burgess (Kaw); 4. A.J. Tart (Suz); 5. Gary Sudduth (Hon).
80 SR: 1. Josh Beckett (Kaw); 2. Daniel Lariviere (Kaw); 3. Shad Morris (Kaw); 4. Jason Hyde (Kaw); 5. Nathan Hammond (Suz).
80 OPEN: 1. Josh Beckett (Kaw); 2. Jason Hyde (Kaw); 3. Daniel Lariviere (Kaw); 4. Nathan Hammond (Suz); 5. Jeremiah McGuire (Hon).
OPEN BEG: 1. Hans Burger (Hon); 2. Todd McClain (Kaw); 3. Darrell Hopper (Hon); 4. David Wallace (Hon); 5. David Halbrook (Hon).
125 NOV: 1. Sam Henry (Hon); 2. John Lincoln (Kaw); 3. Bryan Carso (Kaw); 4. Charles Stracener (Hon); 5. Eric Gaston (Hon).
125 INT: 1. Freddie Mitchell (Suz); 2. David Casada (Suz); 3. Jason Clawitter (Hon); 4. Scott Deubler (Kaw); 5. Brook Fluker (Kaw).
250/OPEN NOV: 1. Tom Dalton (Hon); 2. Justin Puzz (Kaw); 3. Brian Domingue (Hon); 4. Trace Fowler (Kaw); 5. Rodney Fuller (Kaw).
250/OPEN INT: 1. Jeremy Meulman (Kaw); 2. Danny Akins (Yam); 3. Michael Gae (Hon); 4. Mark Rast (Yam); 5. Jimmy Wilson (Hon).
125/250 OPEN: 1. Jeremy Meulman (Kaw); 2. Freddie

Mitchell (Suz); 3. Justin Puzz (Kaw); 4. Michael Gage (Hon); 5. Brook Fluker (Kaw).
OVER 25: 1. Phillip Mills (Hon); 2. Mike Hawthorne (Kaw); 3. Mark Rast (Yam); 4. Blake Wingo (Kaw); 5. Jeff Porterfield (Hon).
OVER 30: 1. Phillips Mills (Hon); 2. Trent Collins; 3. Mike Hawthorne (Kaw); 4. Jeff Caldwell (Kaw); 5. Blake Wingo (Kaw).
OVER 35: 1. Ron Turner (Hon); 2. Ronnie Ray (Suz); 3. Rory Simmons (Kaw); 4. David Whitt (Hon); 5. Potts Thomas (Hon).
OVER 40: 1. Steve Speights (Yam); 2. Joe Sims (Suz); 3. Pete Perna (Hon); 4. Kenny Payton (Kaw); 5. Larry Carson (Yam).
VINT: 1. Pete Petrick (Yam); 2. Bart Watts (Mai); 3. Kenny Payton (Kaw).
TR: 1. Jamey Mooney (Hon); 2. Tony Maino (Hon); 3. David Whitt (Hon); 4. Tracy Skinner (Hon); 5. Mike Java (Yam).
125 EX: 1. Robbie Reynard (Kaw); 2. Dennis Hawthorne (Kaw); 3. Roy Schellenberger (Kaw); 4. Jason Krempin (Hon); 5. Bret Beauchamp (Hon).
250 EX: 1. Robbie Reynard (Kaw); 2. Dennis Hawthorne (Kaw); 3. Gene Naumac (Kaw); 4. Jason Krempin (Hon); 5. Bret Beauchamp (Hon).

## Glanzman glides at Lone Ranger Trial

**By Don Williams**

BIG BEAR CITY, CA, SEPT. 13
Coming from behind on the final loop, Senior (30+) Beginner Steve Glanzman guided his twin-shock SWM to a three-point victory over runner-up Glenn Stone at the 2nd Annual Lone Ranger Trial.

Glanzman surrendered his two-dab first-lap lead when the Merlin-mounted Stone turned in a strong dozen-point card after taking his second shot at the 12-section course.

Glanzman proved up to the challenge when he carded an outstanding seven-point/eight-clean last loop through the Cactus Flat area of the San Bernardino National Forest. Stone dropped 12 points in the unusually difficult sections on the last lap.

Plonkers Trials Club is known for their easier-than-normal events, but this event, round eight of the American Trials Association Championship Series, took a substantial number of points in all classes while some of the 75 riders struggling with triple-digit scores.

The sunny weather, in the 80s, also contributed to the high scores, as did fatigue from riding the tight, well-marked three-mile loop.

Although the sections grabbed points, the challenges were primarily technical, rather than dangerous or brutal. The lower classes often had to deal with rocks strategically located in the middle of turns and the upper classes tackled extremely tight, no-room-for-error multiple bends.

Dennis Wilson and David Rector battled all day for supremacy in the Senior Intermediate class. Rector took a commanding 9-16 lead over Wilson after the first trip around the loop. Wilson made a strong comeback on the second loop when he was called for only four points, cutting Rector's lead to a single dab. Wilson kept his feet on the pegs of his Beta Zero on the last lap and only touched down three times as he cleaned 10 sections to claim the win and best overall Intermediate level score.

Gary Wright, riding an ancient Yamaha TY175 turned in the best overall Novice score and had an unbelievable single-dab first loop.

Dave Lahey rode his Yamaha to the lowest overall Beginner level score and David Pyle's Fantic 247 took him to the best overall Sportsman score as he claimed a 31-point win in his class.

Five-time consecutive and current ATA Champion Tom Hamann won his class easily beating Paul Webster, 64-91.

**Results**

C'SHIP: 1. Tom Hamann (Bet); 2. Paul Webster (Fan); 3. Mark Oldar (Fan).
SPTSMN: 1. David Pyle (Fan); 2. Thom Engelhardt (Yam); 3. Bob Madden (Bet); 4. David Ige (Fan); 5. Jack Heminway (Fan).
SR SPTSMN: 1. Kent Graham (G-G); 2. Clive Hannon (Fan); 3. Randy Minter (G-G).
INT: 1. J.O. Miller; 2. Jim Collins (Bet); 3. Robert Walker (Fan); 4. Mitch Berger (Bet).
SR INT: 1. Dennis Wilson (Bet); 2. David Rector (Yam); 3. Mike Fenner (G-G); 4. Roger Guard (Bet); 5. Jim Rogers (G-G).
NOV: 1. Gary Wright (Yam); 2. Lee Holth (Yam); 3. Steve Dozier (Yam); 4. Ron Cavataio (Fan); 5. Doug Stephens (Yam).
SR NOV: 1. Kevin Reynolds (G-G); 2. Jeff Siefert (Yam); 3. Mark Gravitt (Bet); 5. Gary Oborn (Hon); 5. Becky Raia (Yam).
S/SR NOV: 1. Alan Malmquist (Fan); 2. Rick Tenbroek (Fan); 3. Mark Alpen (Bet); 4. John Collins (Bet); 5. John Thomson (G-G).
VET NOV: 1. Hawley Slayton (G-G); 2. Bob Grove (Apr); 3. Dave Stanley (Fan); 4. Duane Stone (G-G); 5. Ron Dozier (Itj).
BEG: 1. David Lahey (Yam); 2. Rick Cavataio (Yam); 3. Brad Price (Bet); 4. Chris Shaw (C-A); 5. Josh Perrill (Yam).
SR BEG: 1. Steve Glanzman (SWM); 2. Glenn Stone (Mer); 3. Larre Butterfield (Fan); 4. Robb Mead (Yam).
VET BEG: 1. Michael Tice (Yam); 2. Jack Volder (Bet); 3. Al Mourian (Yam); 4. Buck Hewson (Yam).

## Oxley reigns at Costa Mesa Spdwy

**By M. Sober**

COSTA MESA, CA, SEPT. 18
Brad Oxley, the 1987 U.S. National Speedway Champion won his fourth Handicap main event of the 1992 season at the Costa Mesa Fairgrounds. Steve Lucero, the 1988 champion drove the fast line to victory in the


California Trail Rides Presents The 3rd Annual

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DISTRICT 37 DUAL SPORT AMA

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An AMA D-37 Dual Sport Adventure starting in the Barton Flats area of the San Bernardino National Forest.

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A great ride for novice and experienced riders alike!

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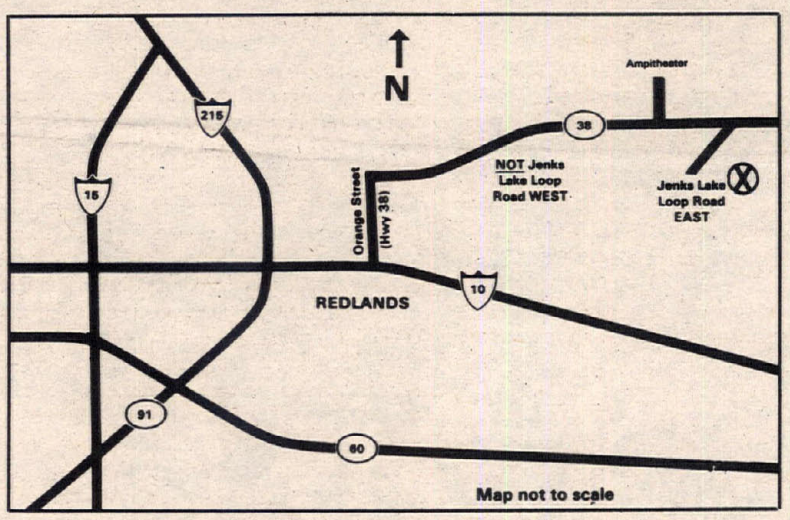


Come up and enjoy the entire weekend! We'll be gathering on Saturday in the group camping area (no water or hookups) off East Jenks Lake Loop Road in the Barton Flats area. Hiking, fishing and other outdoor activities are nearby. Porta-potties are in place.

The permitted area is located on the San Bernardino National Forest; event will be operated on a non-discriminatory basis.

No unlicensed, not-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Ride is 7:00 to 9:00 a.m., Sunday, October 4.

Roll Charts provided. Bring your roll chart holder. Navigation by mileage.

ENTRIES ARE LIMITED! Mail Entry Recommended

**Entry Fees: Mail: $30 Post: $35** Passengers ride FREE! Bring a friend, kid, spouse or pet.
*Free passenger entry does not include T-Shirt, but can be purchased for just $5.00

Send Entry with Name, Address, AMA Number, D-37 Dual Sport number and ONE SELF-ADDRESSED, STAMPED ENVELOPE to:

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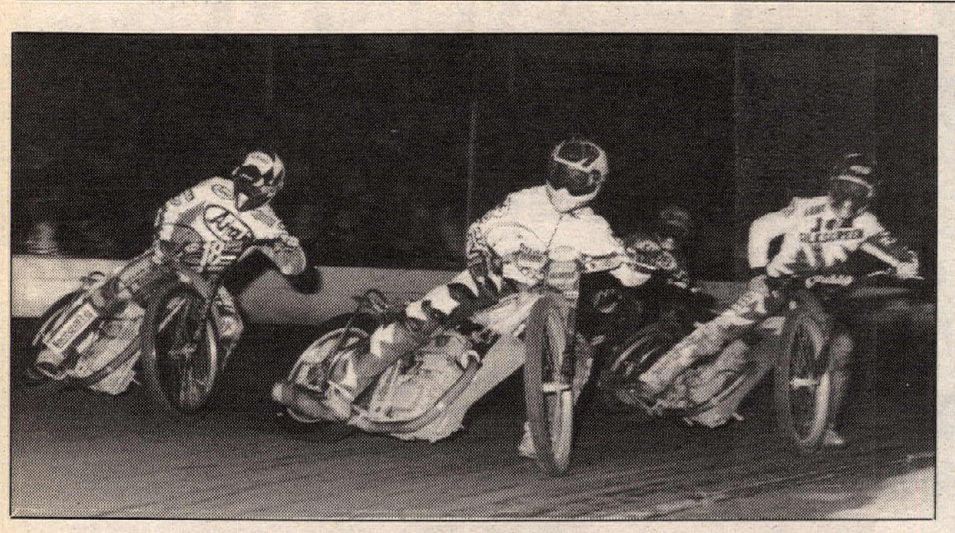
# LOCAL EVENTS



**Lance King (center) beat Mike Faria (left) in the Costa Mesa Speedway Handicap main.**

Scratch main, while the Support class win went to Bob Richards.

As the Handicap main was being staged on the small Orange County track it became apparent that there were just too many riders on the 40-yard line. Shawn McConnell, John Aden, Brad Oxley, Bart Bast and Rob Pfetzing were all scheduled to start on the 40, a coin flip decided that McConnell would have to move back to the 50 alongside Gary Hicks and Mike Faria. That left Mike Dalbey as the lone short-yardage rider on the 20.

The first attempt to get the night's final race underway drew a red flag and a ruling of an unfair start. No penalties were assessed, although both Oxley and Aden clearly rolled the start.

As the tapes went up again, Bast made the best start and before one full lap was in the books, he had moved Dalbey aside and set the early pace. Bast seemed to be all set up to grab his first main event win of the year at promoter Harry Oxley's oval, when suddenly he drifted wide, allowing Oxley to slip under him and take over the lead spot. Once Bradley had the lead, he knew what to do with it. Faria moved past Bast on the white flag lap to claim second place. Bart hung on for third, while fourth went to Pfetzing.

Steve Lucero started the Scratch main from lane two with Schwartz stationed inside him on the pole. Pfetzing in three and a revived Brad Oxley in gate four completed the field. Although Pfetzing has the nickname "The Gater" it was Schwartz who concerned Lucero the most. Lucero put all that behind him though, and took the lead from the start to put away the win. Once Lucero got his Godden in front he pulled steadily away from Oxley, who finished second, and the rest of the field that struggled to play catch-up.

**Results**

SCRATCH: 1. Steve Lucero (Gdn); 2. Brad Oxley (Jaw); 3. Bobby Schwartz (Wes); 4. Rob Pfetzing (Wes).
HDCP: 1. Oxley; 2. Mike Faria (Wes); 3. Bart Bast (Wes); 4. Pfetzing; 5. John Aden (Jaw).
SUPP: 1. Bob Richards; 2. Jeff Hoyt; 3. Robbie Hackman; 4. Mike Reed; 5. Louis Trotechaud.
SDCAR: 1. Kenny McIntyre/Mickey Faust (Kaw); 2. Peter Lewis/Jamie Macy (Kaw); 3. Randy McIntyre/Robert Dent (Kaw); 4. Dean Steele/Dwayne King (Hon).

## King rules Costa Mesa Spdwy

**By M. Sober**
**Photo by Jim Thorn**

COSTA MESA, CA, SEPT. 11

Lance King showed that he still has a trick or two up his sleeve as he outdistanced National Champion Mike Faria and Steve Lucero in the Scratch main event before a sparse but energetic crowd at the Costa Mesa Fairgrounds. Jesse Ochoa held back another former champion in the Handicap main, maintaining the lead spot for the full eight laps ahead of Brad Oxley.

King, who describes himself as "semi-retired," drew starting lane two, while the pole was occupied by Andy Northrup. Faria lined up in the third spot, just to the inside of Steve Lucero. Lucero was the first to react to the starting tapes, but could not lean his way past King, who found that the traction improved as he made his way through the first turns.

Lucero spent the next lap-and-a-half dogging King, but found himself steadily losing ground, as Lance was on his game. Lucero held Faria at bay, relegating him to the third-place finish spot. King led the entire race to score the win.

Ochoa began the Handicap main at the beginning of the field on the 30-yard line and held the point for the entire eight laps, despite the ominous presence of Brad Oxley. Shawn McConnell held the second spot for five laps before Oxley overtook him when he bobbled and dropped back to third place.

Bart Bast, who initially sat in third place, attempted to improve his position by going to work on the deteriorating outside cushion, but dropped back to seventh place by the race's end.

The New Zealand duo of driver Ross Millar and passenger Dale Leeder held off the late advances of Peter Lewis and Jamie Macy to capture the honors in the sidecar main event.

**Results**

SCRATCH: 1. Lance King (GM); 2. Steve Lucero (Gdn); 3. Mike Faria (Wes); 4. Andy Northrup (Wes).
HDCP: 1. Jesse Ochoa (Gdn); 2. Brad Oxley (Wes); 3. Shawn McConnell (Wes); 4. Faria; 5. Gary Hicks (Wes).
SUPP: 1. Bob Richards; 2. Mark Milazzo; 3. Mike Buschman; 4. Rich Wilson; 5. Tom Collier.
SDCAR: 1. Ross Millar/Dale Leeder; 2. Peter Lewis/Jamie Macy; 3. Kenny McIntyre/Mark Fernandez; 4. Joe Petraglovis/Alan Bilger.

## Camlin claims Van Buren ST win

**By Bill Holt**

KEOSAUGUA, IA, SEPT. 20

Wade Camlin found his way to the winner's circle at the State Line End-of-Summer Short Track at the Van Buren County Fairgrounds.

The rain-shortened program meant that the heats were the only portion of the program completed.

Jeff Hawbaker pulled a perfect holeshot in the 500cc Amateur division, leaving Tony Mennen and the rest of the field to play catch-up. Hawbaker rode a flawless race up front for the duration. Mennen closed the gap temporarily in the middle laps, but faded late and fought off Dan Dover for the second spot.

The 500cc Pro class featured some of the best racing of the day. Brian Kromroy blitzed the start, towing Dale Jones, Eric Johnson and Marty Krenz into the first turn. Kromroy and Jones soon left Johnson and Krenz to fight over the third spot. Jones took the lead going into turn three on the third lap, but Kromroy came right back on the front straight to take it back. Jones tried to take back first place for the next two laps, and made a pass stick on the white-flag lap. Kromroy made one last effort as they approached the checkers, but came up a bike length short.

The 250cc Amateur class was another close affair, with Mike Bertram, Curt Knitt and J.C. Gianini keeping things close through every lap. Bertram and Knitt swapped the lead on nearly every circuit, with Gianini watching closely. Bertram picked the right lap to lead, as the checkers waved him home the winner in front of Knitt and Gianini.

**Results**

50: 1. Jon Hanson (Suz); 2. Blake Young (Yam).
80: 1. Todd Kleuver (Kaw); 2. Jon Hanson (Kaw).
250 AM: 1. Mike Bertram (Kaw); 2. Kurt Knitt (Kaw); 3. J.C. Gianini (Suz).
SR: 1. Marty Krenz (Rtx); 2. Al Sumner Sr. (Rtx); 3. Nick Simmons (Yam).

500 AM: 1. Jeff Hawbaker (Hon); 2. Tony Mennen (Hon); 3. Dan Dover (Kaw).
250 PRO: 1. Curt Knitt (Kaw); 2. Dale Jones (Hon); 3. Robbie Soat (Kaw).
500 PRO: 1. Dale Jones (Hon); 2. Brian Kromroy (Rtx); 3. Eric Johnson (Hon); 4. Marty Krenz (Rtx).
600 PRO: 1. Wade Camlin (Hon); 2. Bob Buffington (Rtx); 3. Brian Kromroy (Rtx); 4. Troy Johnson (Hon).

## Pederson aces Gold Cup SX at Tri-County Fair

**By Bill Holt**

MENDOTA, IL, SEPT. 4
Chad Pederson, the Princeton Honda/Fox/Pro-Circuit/CTi-sponsored whiz kid from Iowa, made his one-and-only appearance at the final round of the Interstate Gold Cup Challenge Supercross Series a rewarding one by styling his way to two heat wins and two class wins under the lights at the Tri-County Fair.

Breck Powers holeshot the 250cc A heat and proceeded to show Pederson the fast line for the first four laps, but at the first moment of indecision, Pederson slipped by into the lead and proceeded to pull away from Powers and his Tuf Racing Kawasaki to an easy win.

The final looked like a repeat of the heat as Powers got out early but faded after Pederson moved into the lead. The real show was going on back in the battle for third, as Jack Lee had his hands full with Jim Randa in close pursuit. Lee held on for two laps and then fell prey to the track after crashing and giving Randa the opening to pass. Randa took off after Powers but the big comeback that had been the season trademark of Randa was not to be. Pederson took the win, Powers a strong second with Randa third and Bret Pedone fourth.

Pederson wasted no time in the 125cc A heat and final.. He holeshot each race and the battles with Randa and Lee didn't last long. Pederson rode flawlessly for the remainder of the final and completed his A class sweep. Behind him Randa, Lee and Tony Parkhill argued over the second spot. Lee, again, suffered a spill late in the event ending his bid to top Randa for the first time during the series. Parkhill was there to grab the third spot behind the late-charging Randa.

The 125cc B division was, as usual, the largest of the evening. Two full qualifiers gave way to a last chance qualifier to set the field for the final and one of the most exciting races of the evening.

Pete Curran fought his way around Burt Lavens in his heat and then proceeded to ride perhaps, his best race of the season in the final. Curran put on a high-flying show en route to a well-deserved win. Behind him the battle raged with Lavens, Nick Spierowski and Ryan Dauber dicing over second place. Lavens fought off the pack with Spierowski nipping Dauber for third and Chris Komes taking a close fifth.

The 250cc B heat had to be the closest racing of the evening.

When the final got off it was almost anticlimactic, as Brian Fell quickly worked his way to the front and although not a runaway, won easily. The rest of the five heat race battlers seemed to have given all they had in the early race and the gaps opened up late in the race. The real jewel of the event had to be Scott Miller who rode the best race of his career by finishing higher than fourth for the first time this season by holding off Joe Carlino and John Allen for a well-deserved second.

**Results**

MINI: 1. Brandon Roberts (Suz); 2. Ryan Dauber (Kaw); 3. Brandon Bartz (Kaw); 4. William Whitworth (Hon); 4. Shawn Kennedy (Hon); 5. Skee Hartman (Hon).
125 A: 1. Chad Pederson (Hon); 2. Jim Randa (Suz); 3. Tony Parkhill (Hon); 4. Jack Lee (Suz); 5. Jeff Hill (Yam).
250 A: 1. Chad Pederson (Hon); 2. Breck Powers (Kaw); 3. Jim Randa (Suz); 4. Brett Pedone (Hon); 5. Ron Downen (Suz).
125 B: 1. Pete Curran (Suz); 2. Burt Lavens (Kaw); 3. Nick Spierowski (Suz); 4. Ryan Dauber (Kaw); 5. Chris Komes (Suz).
250 B: 1. Brian Fell (Hon); 2. Scott Miller (Hon); 3. Joe Carlino (Hon); 4. John Allen (Hon); 5. Alex Gumbar (Kaw).
30+: 1. Ron Downen (Suz); 2. Steve Judge (Hon); 3. Phil Banks (Hon); 4. Victor Paskus (Hon); 5. Joe Carlino (Hon).
40+: 1. Don Hackmeister (Kaw); 2. Ron George (Kaw); 3. Fritz Huebner (Hon); 4. Don Bolden (Hon); 5. Lonny Goff (Yam).
OPEN: 1. Steve Judge (Hon); 2. Don Steward (Hon).

## Scot scores Christiana MX win

**By Bart Wilber**

CHRISTIANA, TN, SEPT. 13
Bart Scot used consistency as the key to success in the 125cc C class at Christiana Raceway MX. A 1-2 moto tally was good enough for Scot to clinch the class victory ahead of Clark Stiles, Philip Myers and Danny Lain.

In the first moto, Scot worked his way up to second after the first lap and pressured Stiles for the lead. Stiles eventually crashed over a double jump, dropped to fourth and handed Scot the lead.

Stiles charged back up to third after his untimely get-off but overshot a berm and dropped back, once again, this time to fifth. Filing across the finish line, it was Scot out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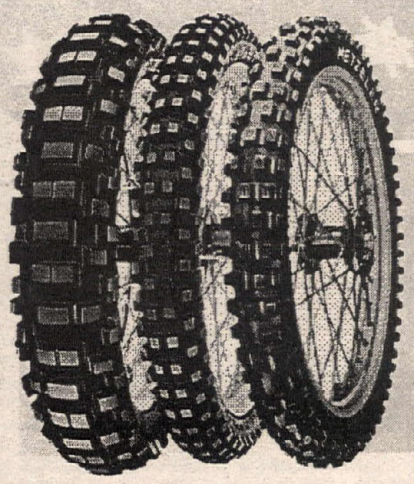

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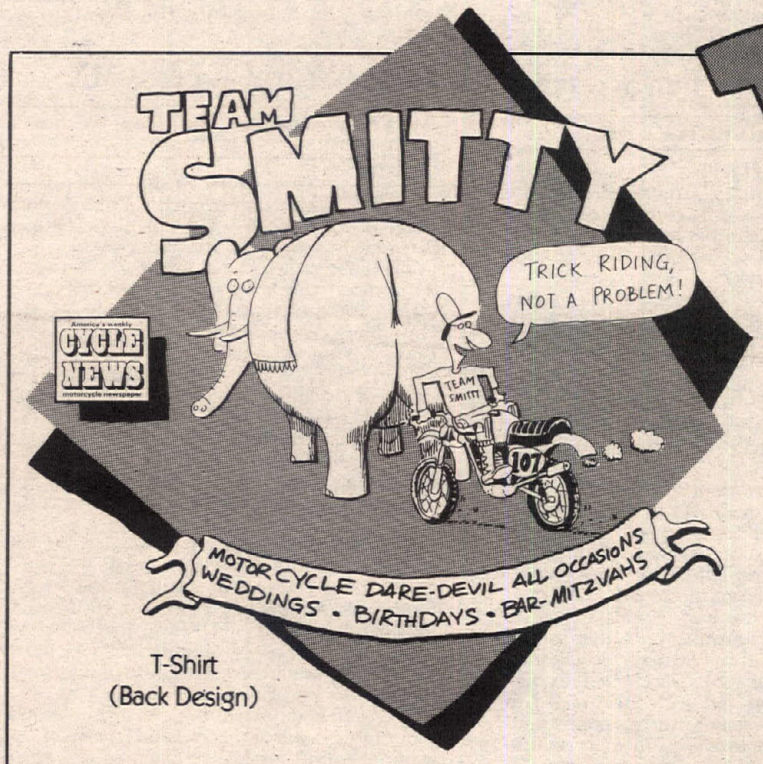


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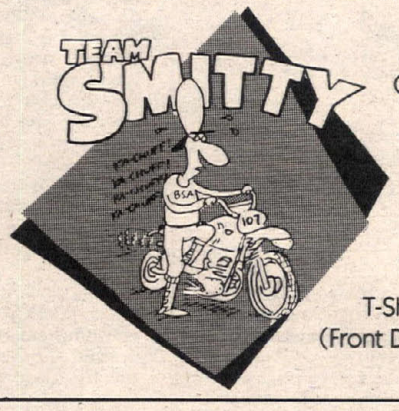


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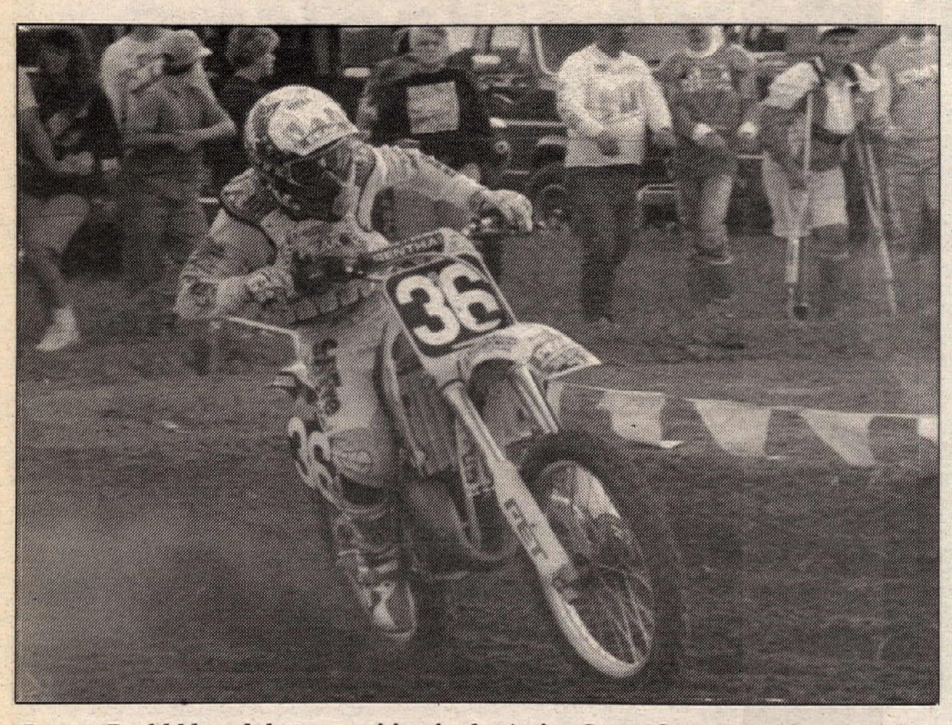
# LOCAL EVENTS



Jeromy Buehl blasted the competition in the Action Sports Supercross 125cc Pro class.

Donald Upton (632) chased Jeff Emig (8) through Perris Raceway's first turn.

in front followed by Myers, William Short, Lain and Stiles.

After a shakey first moto, Stiles redeemed himself by scoring a seemingly easy wire-to-wire victory, while first-moto winner Scot spent the entire moto defending second from Lain, who pressured Scot to the checkered flag. Scot managed to keep Lain at bay to finish second and secure the overall victory.

**Results**

P/W: 1. Michael Barker; 2. Josh Fisher; 3. Justin Summar; 4. Zachary Villareal; 5. Eric Edwards.
P/W 0-50: 1. Bronson Hamback; 2. Adam Hopkins; 3. Eric Wiser; 4. Josh Fisher; 5. Brandon Franklin.
65: 1. Anthony Nash; 2. Deric Murphy; 3. Criss Willard; 4. Nicholas Muolton; 5. Patric Hall.
85 JR: 1. Criss Cullum; 2. Danny Willard; 3. Seth Dobbs; 4. Cory Denton.
85 SR: 1. Cale Swiger; 2. Jay Green; 3. Brandon Hazelwood; 4. Kevin Murphy; 5. Andy Schaffer.
125 B: 1. Shane Berryhill; 2. Clayton Andrews; 3. Wally Colon; 4. Glenn Bruce.
125 C: 1. Bart Scot; 2. Clark Stiles; 3. Philip Myers; 4. Danny Lain; 5. William Short.
125 BEG: 1. Chris Townsend; 2. Sam Roberts; 3. Jeff Bryant; 4. Kevin Wright; 5. Bryan McDonald.
250 C: 1. Wade Perry; 2. Jeff Estes; 3. Kevin Christianson; 4. Ashley Dement; 5. Richard Marker.
250 BEG: 1. Clay Scot; 2. Casy Robertson; 3. Bret Shanhettzer.
TR: 1. Rocky Reecer; 2. Daniel McElhaney; 3. Nathan Riley; 4. Michael Barker; 5. Johnathan Robertson.
SCHBY: 1. Shane Berryhill; 2. Jay Green; 3. Brandon Hazelwood; 4. Andy Schaffer; 5. Travis Thomas.
4-STRK: 1. Mark Thurman; 2. Kevin Wright; 3. Troy Bucy; 4. Chad Dudley; 5. Dennis Lackey.
ENDR: 1. Kevin Hooper; 2. Mark Thurman; 3. Robert Todd.
NON-CURR; 1. Jeff Anderson; 2. Sam Roberts; 3. Bryan McDonald; 4. Perry Ferraro; 5. Chad Lankford.
25+: 1. Wde Perry; 2. Ashley Dement; 3. Kevin Christianson; 4. Clark Stiles.
30+: 1. Nathan Kennedy; 2. Tim Kenyon.
40+: 1. Jesse Carter; 2. Bart Wilber.

## Faria wins Lake Perris Spdwy

**By Scott Daloisio**

PERRIS, CA, SEPT. 10

National Speedway Champion Mike Faria won his fifth Scratch main in a row and his 12th of the season at Brian and Judy Church's Lake Perris Speedway.

Starting in gate three, Faria got a poor start. He found himself behind Bobby Schwartz and young Chris Manchester as the pack slid into the first turn. Schwartz and Manchester fought for the lead until the back chute on lap one, when Schwartz took control.

Faria, riding on the outside of the tiny dirt oval, got a drive and took second from Manchester exiting turn four on the opening circuit. Riding the same line, Faria clawed his way past Schwartz for the lead at the end of lap two. The clever veteran then went to the pole on his Russell Racing/Shoei/Oilzall/A-1 Plank Prime Ticket-backed Weslake. Faria stayed on the pole the rest of the way and scored a narrow victory. For the second consecutive week, Schwartz took the runner-up spot.

Northern California visitors Bart Bast and Bobby Hedden dominated the Handicap portion of the program. Each of them won their respective heats and semis, but officials only opted to give Bast 10 extra yards for the Handicap main. Leaving Hedden alone proved deadly for the southern California riders, as he smoked the field. Bryan Buffington took the lead from the short yardage on the start. He rode his best race of the season and held off the screaming pack until he went down in turn one on lap five, giving the lead to Hedden. Once the young rider took over first, he never looked back. He rode his Peterich Cycle/West Coast Muffler/Surf N Skate/Scheetz Welding/Cirello Racing-backed Weslake to a convincing victory.

**Results**

SCRATCH: 1. Mike Faria (Wes); 2. Bobby Schwartz (Wes); 3. Chris Manchester (Jaw); 4. Bart Bast (Wes).
HDCP: 1. Bobby Hedden (Wes); 2. John Aden (Jaw); 3. Steve Lucero (Gdn); 4. Chris Manchester (Jaw).
SUPP: 1. Richard Jones (Wes); 2. Craig Elstins (Jaw); 3. Bill Green (Gdn); 4. Randy Fannin (Wes).
JR D-1: 1. Angela Hale.
JR D-2: 1. Brandon Mitchell.

## Buehl blazes at Action Sports SX

**By David L. Patton Jr.**

NELSONVILLE, OH, SEPT. 12

Team Peak/Pro Circuit/Honda rider Jeromy Buehl was too fast for the competition at the Action Sports Supercross track's Kyle Wolfe Memorial Supercross, winning three of four motos in the 125 and 250cc Pro classes.

Buehl timed the gate perfectly at the start of the first 125cc Pro moto, and led Mark Musselman, Tommy Collier, and Greg Rand into the first turn. Mike Jones dove under Steel in the first turn to take over fifth, and Musselman tried to find a way past Buehl. Musselman made his move going into a huge berm, but Buehl had the best line and held on to the lead.

Rand took advantage of Musselman's failed pass to go outside of the KTM rider and grab second place. Jones chased down Musselman on a big tabletop jump, flying by for third.

At the front, Rand got beside Buehl in the whoops before the grandstand section, but Buehl held on to the lead. Rand later came up short when jumping into the infield whoops, and fell off the leader's pace. Jones' charge ended on the fourth lap, when his bike seized. Chuck Reed and Josh Steel reeled in Musselman after he nearly crashed on the step-up jump, but Musselman regained his rhythm and was able to counter every move they made. Buehl scored the win, with Rand 13 seconds behind.

Reed and Steel made it a Kawasaki 1-2 at the start of the second moto. Buehl was right behind them and before the first lap was over, he had the lead. Rand also passed Steel on the first lap. Rand and Reed locked into a tight battle, with each rider holding second place twice on the third lap. Buehl quickly pulled away from the battle for second, but once Rand got by Reed for good, the Suzuki rider began to carve into Buehl's lead. With four laps to go, Rand was within striking distance of Buehl and they went over the big tabletop wheel to wheel. Buehl held off Rand's challenge and used lapped riders to pull away for the win.

**Results**

MICRO: 1. David Whitcraft (Yam); 2. Christopher Whitcraft (Yam); 3. Willy Browning (Yam); 4. Derek Sturgell (Yam); 5. Andy Willard (Yam).
65: 1. Jeff Gibson (Kaw); 2. Brian Bartlett (Kaw); 3. Shaun Kuchler (Kaw); 4. David Whitcraft (Kaw); 5. Scott Kuchler (Kaw).
MINI JR: 1. Jeff Gibson (Yam); 2. Brian Bartlett (Yam); 3. Shaun Kuchler (Yam); 4. Eric Saylor (Kaw); 5. Scott Kuchler (Yam).
MINI SR: 1. Charlie Dunaway (Kaw); 2. Mark Burkhart (Hon); 3. Wesley Boyd (Suz); 4. Jason Frecker (Yam); 5. Scott McMillan (Kaw).
SCHBY: 1. Tommy Collier (Suz); 2. Craig Clements (Kaw); 3. Jim Swartz (Suz); 4. Joey DeVault (Kaw); 5. Kevin Peacock (Suz).
125 B: 1. Travis McCray (Suz); 2. Roland Diamond (Kaw); 3. Ray Denig (Kaw); 4. Scott Gainer (Kaw); 5. Jason Rankin (Yam).
125 C: 1. Ryan Vandagriff (Suz); 2. Travis Smith (Kaw); 3. David VanCuren (Suz); 4. Scott Shafer (Suz); 5. Jamie Smith (Suz).
250 B: 1. Jason Rankin (Yam); 2. Jeremy Primer (Hon); 3.Mike Welsh (Suz); 4. Ryan Brickles (Yam); 5. Robbie Sturgell.
250 C: 1. Ed Edwards (Yam); 2. Scott Meeks (Yam); 3. Aaron Madinger (Suz); 4. Dan Winter (Suz); 5. Brian Litten (Yam).
OPEN B: 1. Greg Hubbs (Hon); 2. Shaun Swisher (Hon); 3. Wayne Bayha (Hon).
25+: 1. Mike Morgan (Yam); 2. David Hand (Kaw); 3. Scott Gainer (Kaw); 4. Michael Fridley (Yam); 5. Jeff Johnson.
VET 30+: 1. Rodney Frecker (Hon); 2. Greg Meeks (Yam).
125 PRO: 1. Jeromy Buehl (Hon); 2. Greg Rand (Suz); 3. Josh Steel (Kaw); 4. Chuck Reed (Kaw); 5. Mark Musselman (KTM).
250 PRO: 1. Greg Rand (Suz); 2. Josh Steel (Kaw); 3. Mark Musselman (KTM); 4. David Hand (Hon; 5. Mike Morgan (Yam).

## Emig excellent at Perris MX

**By Tony Alessi**

PERRIS, CA, SEPT. 19

Team Yamaha's Jeff Emig entertained onlookers while performing a double-moto sweep of the 125cc Pro class during GFI Super Saturday MX held at Perris Raceway.

The first moto was a breeze for Emig as he grabbed the holeshot, set the pace, and waited for the competition to wither away. Only Bieffe Suzuki's Mike Healey stayed near Emig during the opening laps. But Healey fell off the pace and dropped back into the sights of Donald Upton, who was riding fast in third. Healey held on, however, and finished second.

The second moto was a repeat performance for Emig, who again danced all over the competition with a start-to-finish romp of the class.

Upton started in front of Healey in this moto and would never relinquish the position. Upton's runner-up finish in the second moto was enough to push his overall finish to second in front of Healey, Joel Albrecht and Derek Natvig.

Larry Linkogle turned in a four-moto sweep in the 125cc and 250cc Intermediate classes.

Linkogle established big, seemingly insurmountable leads in each and every moto, leaving second for Mike Ulrich in the 125cc class, and Shey Fretwell in the 250s.

Tim Olson raced uncontested in the first 125cc Novice moto while Andre Camargo finished in the runner-up spot after fighting off repeated challenges from a pack of tough customers including Shaun Perolio and Brad Schultz.

The second moto was a run away victory for Perolio, who was aboard a Kawasaki Big Wheel KX80. Olson fought his way to second after a lackluster start while Camargo rounded out the top three.

**Results**

50 FIRST TIMER: 1. Brody Bolling (Itj); 2. Kyle Vicioso (Yam); 3. Justin Lovie (Yam); 4. David Kendale (Yam); 5. Bruce Wilkinson (Yam).
50 ST D-1: 1. Nick Alvarez (Yam); 2. Cale Wallace (Yam); 3. Brock Bolling (Itj); 4. Dave Freeman (Yam); 5. Joe Hamilton (Yam).
50 ST D-2: 1. Francisco Cobo; 2. Jonathon Lehmann (Suz); 3. Ryan Hays (Yam); 4. Tommy Cochran (Yam).
50 MOD D-1: 1. Dave Freeman (Yam); 2. Cale Wallace (Yam); 3. Brock Bolling (Yam); 4. Nick Alvarez (Yam).
50 MOD D-2: 1. Francisco Cobo (Yam); 2. Tonny Cochran (Yam).
60 0-8: 1. Brandon Stadden (Kaw); 2. Ty Renshaw (Kaw).
60 9-11: 1. Bryan McGavran (Kaw); 2. Eric Wood (Kaw); 3. Vance Freeman (Kaw); 4. Bobby Beaupre (Kaw).
80 BIG WHL: 1. Shawn Perolio (Kaw); 2. Marvin Gaye (Kaw); 3. William Johnson (Kaw).
80 BEG: 1. Damon Loudd (Kaw); 2. Randy Clark (Kaw); 3. Oscar Valdez (Hon); 4. Jonathon Schultz (Suz); 5. Kris Lavole (Suz).
80 NOV: 1. Bryan McGavran (Suz).
125 BEG: 1. Paul Bria (Kaw); 2. Mike Koger (Kaw); 3. Bomber Hernandez (Yam); 4. David Eychaner (Suz); 5. Richie Holt (Suz).
125 NOV: 1. Tim Olson (Kaw); 2. Shawn Perolio (Kaw); 3. Andre Camargo (Suz); 4. BradSchultz (Suz); 5. Chris Packwood (Yam).
125 INT: 1. Larry Linkogle (Hon); 2. Mike Ulrich (Hon); 3. Mike Battista (Hon); 4. Ric Yamada (Suz); 5. Nick Morgan (Yam).
125 PRO: 1. Jeff Emig (Yam); 2. Don Upton (Hon); 3. Mike Healey (Suz); 4. Joel Albrecht (Yam); 5. Derek Natvig (Kaw).
250 BEG: 1. Tore Amato (Yam); 2. Chris Gallo (Hon); 3. Wayne Edmondson (Yam); 4. Jim Williams (Kaw); 5. Bryan Davis (Yam).
250 NOV: 1. Scott Marlow (Yam); 2. Scott Highland (Suz); 3. Todd Gravitt (Kaw); 4. Ryan Pursley (Suz); 5. Travis King (Yam).
250 INT: 1. Larry Linkogle (Hon); 2. Shuy Fretwell (Suz); 3. Kelly Pirchell (Kaw); 4. Ulf Johansson (Yam); 5. Revelle Harrisson (KTM).
250 PRO: 1. Mike Healey (Suz); 2. Mike Chamberlain (Yam); 3. Don Upton (Hon); 4. Mike Hooker (Hon).
500 BEG: 1. Mike Mecham (Kaw).
500 NOV: 1. Sten Rasmussen (Kaw); 2. Mike Dougherty (ATK); 3. Fred Thiel (Yam); 4. Ron Coleman (ATK).
500 PRO: 1. Willy Musgrave (ATK).
+25 BEG: 1. Chris Gallo (Hon); 2. Tim Williams (Kaw); 3. Wayne Edmondson (Yam); 4. Landon Smith (Suz); 5. Marco Valdovinos (Yam).
+25 NOV: 1. Travis King (Yam); 2. Mark Sherwood (Hon); 3. Tony Alessi (Suz); 4. Joseph Bagnasco (Kaw); 5. McGruder.
+30 NOV: 1. Perry Rodenbeck (Suz); 2. Bill Reimer (Yam); 3. Greg Pagan; 4. Mike Marion (Hon); 5. Chuck Freeman (Hon).
+30 INT: 1. J.S. Hanson (Hon); 2. Ron Lawson (Yam); 3. David Lynch (Hon); 4. John Greenway (Kaw); 5. Brian Allen (Kaw).
+35 NOV: 1. Steve Clark (Kaw); 2. Randy Langston (Hon); 3. Paul Ikeda (Hon).
+35 INT: 1. Alan Olson (Hon); 2. Robert Hedlan (Kaw); 3. Mark Glecke (Kaw); 4. Bengt Johansson (Hon); 5. Frank Steiner (Kaw).
+40 INT: 1. W.G. Wilson (Suz).
+40 EX: 1. George Kohler (Kaw); 2. Alan Olson (Suz); 3. Ray Pisarski (Hon); 4. Jody Weisel; 5. Bengt Johansson (Yam).
WMN: 1. Mercedes Gonzalez (Kaw); 2. Tami Rice (Suz); 3. Barbara Engel (Yam); 4. Brenda Hannah (Suz); 5. Erin Donnelly (Hon).

## Schwartz shines at Glen Helen Speedway

**By M. Sober**

SAN BERNARDINO, CA, SEPT. 16

Bobby "Boogaloo" Schwartz won the season's final running of the Scratch main at Glen Helen Speedway. The Handicap main victory went to Gary Ackroyd, whose win was his second of the year at the facility.

National Speedway Champion Mike Faria lined up on the pole at the start of the Scratch main, with Bobby Schwartz to his right in lane two. Bart Bast was wedged between Schwartz and Steve Lucero, who drew gate four on the outside. As the tapes went up, it was Schwartz who reacted first and led the tight group through the first turns and down the back straight. Faria attacked Schwartz from above, trying to work the thick dirt to find a way around. Faria appeared quicker than Schwartz, but had to contend with the blocking tactics of America's finest wide-riding technician.

Bast followed Schwartz around on the low line, but could not make a dent in his lead. Faria tried the extreme outside dirt line at the checkered flag, but Schwartz came up with the win.

After the Scratch riders, sidecars and several C-class heats had all run, there was little left for the Handicap main event except a wide and predictable blue groove. Gary Ackroyd knew going in, that all he had to do was get around 10-yard rookie Greg Miller before the riders behind him could catch up. Ackroyd did just that, working past the faltering Miller before 40-yarders Andy Northrup and John Aden could reel him in. Faria drove an outside line, that to most riders barely existed. He drove hard to the end, taking second place away from Aden on the last lap, but Faria ran out of race track before he could catch Ackroyd.

**Results**

SCRATCH: 1. Bobby Schwartz (GM); 2. Mike Faria (GM); 3. Bart Bast (Yam); 4. Steve Lucero (Gdn).
HDCP: 1. Gary Ackroyd (Wes); 2. Faria; 3. John Aden (Jaw); 4. Andy Northrup (Wes); 5. Chris Manchester (Gdn).
SUPP: 1. Mike Reed; 2. Carlos Cardona; 3. Johnny Walker; 4. Bob Richards; 5. Tom Norris.
SDCAR: 1. Peter Lewis/Jamie Macy; 2. Kenny McIntyre/Mickey Faust; 3. Ross Millar/Dale Leeder; 4. Randy McIntyre/Robert Dent.

## Galbreath grabs French Cup Trial

**By Don Williams**

NORDEN, CA, AUG. 30

After battling all day in the thin mountain air of Donner Ski Ranch, Howard Galbreath came from behind to claim a narrow victory in the Expert class over Mark Kowalczyk at the French Cup Trail.

Kowalczyk rode to a commanding seven-point lead after the opening loop when he opened with three cleans as Galbreath was picking up eight points in the same sections.

In the second loop the tables were turned on Kowalczyk. Kowalczyk was underscored 7-14 by Galbreath when he scored seven points on sections two and three to only a single dab by Galbreath.

Entering the final loop both riders were tied with 20 points.

Kowalczyk quickly edged ahead of Galbreath when he cleaned the first section and Galbreath touched down twice. Kowalczyk lost half of his slim lead on the third section and held on until the 29th of the day's 30 sections.

On section nine, Galbreath carded a clean and Kowalczyk had to take two dabs to keep upright. Galbreath and Kowalczyk both oned the final section and the French Cup win went to Galbreath.

The sections were ridden in cool weather and laid out along a short loop that utilized large rock slabs and plenty of tight turns. The sections were generally easy and 25 of the 63 riders ended the day with single digit scores.

In the Novice Advanced class, Darrell Johnson's nine points were only good enough for fifth place as Lori Dana and Mark Nelson finished the day in a dead heat with six points and 25 cleans. Both Dana and Nelson had one "one" and a single "five".

**Results**

EX: 1. Howard Galbreath; 2. Mark Kowalczyk; 3.Neil Belvoirr; 4. Hap Oswald; 5. Doug Elliott.
AM: 1. Filip Roos; 2. Jim Dana; 3. Jim Slayton; 4. Tim Fergon; 5. Bob Walker.
SR AM: 1. Barry Lowery; 2. Mike Fenner; 3. Bill Flewelling; 4. Al Jesse; 5. Paul Olliges.
S/SR: 1. Norm Sayler; 2. Tom Cullen; 3. Hawley Slayton.
SR ADV: 1. Steve Erwin; 2. Bert Fulwider; 3. Bill Gilbert; 4. Robert Holly; 5. Bruce Monighan.
SR: 1. Bill Dart; 2. Chuck Dewitt; 3. Ken Mirell; 4. Rob Tufford; 5. Dwayne Holman.
NOV ADV: 1. (TIE) Lori Dana/Mark Nelson; 3. Pat Washington; 4. Jeff Wright; 5. Darrell Johnson.
VINT ADV:1. Jim Winter; 2. Jeff Naff.
NOV EG: 1. John Sutherland; 2. Jack Baughman; 3. Matt Silvey.
VINT BEG: 1. (TIE) Jim Barber/Jim Gollihar; 3. John Wheeler; 4. Tom Siembab.

## Isaacs wins Santa Fe HS

**By Phil Ellsworth**

CARBONDALE, KS, SEPT. 13

John Isaacs scores his first overall victory at the Kansas Motorcycle Sportsman's Association-sanctioned Hare Scramble at Santa Fe Trail Cycle Park.

Dust was a concern, so the trail boss laid out five miles of grass track and tight wood sections. In addition, he was helped by a strong southern breeze that kept the dust from hanging.

Isaacs headed the first wave of Experts and Open bikes into the first corner, but Roger LeRette squeezed his Yamaha WR250 around the inside and led onto the first pasture section. He was followed by Bruce Korbelik, Isaacs and Daryl Davis. Davis' ATK was soon displaced by Dave Haworth, who surrendered the position to Dave Jeffery on lap two. While this action was going on up front, a nasty accident took place in the woods when an errant Open rider going backwards on the course mowed down Paul DiPasquale, causing two other racers to go down. Needless to say, promoter DiPasquale received prompt attention and was off to the hospital with a major gash in the thigh.

Isaacs had problems sorting out the track in the early stages, but soon closed on Korbelik. Isaacs caught a break on the third circuit when a lapper took out the ATK rider, dropping him to fourth. By lap six Isaacs had his KTM 300 on LeRette's tail and was able to take advantage when yet another lapper tangled with the leader.

He ended up jamming in a total of eight laps for first overall, followed by LeRette, Jeffery, Korbelik, Mike Kruger and Haworth. The heat and sun took its toll on Jeffery, who blacked out at the finish.

**Results**

EX: 1. John Isaacs (KTM); 2. Roger LeRette (Yam); 3. Dave Jeffery (KTM); 4. Bruce Korbelik (ATK); 5. David Haworth (KTM).
105: 1. Eli Geiger (Hon); 2. Shannon Sterrett (Suz); 3. Jenny Ayers (Hon); 4. Andrea Ayers (Hon).
125: 1. Perry Piper (Suz); 2. Clay Phillips (Yam); 3. Steve Peine (Kaw); 4. Aaron Mueller (Yam); 5. Allen Halderman (Hon).
200: 1. Doug Robertson (Kaw); 2. Dan Bauer (Kaw).
250: 1. Mike Kruger (KTM); 2. Bruce Clarke (Kaw); 3. Greg Nocktonick (Hon); 4. Brian Swenson (Hon); 5. Bill Curtis (Suz).
OPEN: 1. Daryl Davis (ATK); 2. Brian Fleck (Hon); 3. Grady Howard (Cag).
PLUS 30: 1. Randy Bayless (Yam); 2. Steve Grun (KTM); 3. Phil Ellsworth (Hon); 4. Gene Ray (ATK); 5. Reg Wescott (ATK).
PLUS 40: 1. Ron Nocktonick (KTM); 2. Wendell Geiger (ATK); 3. Gary Bishop (Kaw).
4-S: 1. Perry Keegan (Suz).
BEG: 1. Ron Shanley (Suz); 2. Shawn Norton (Hon); 3. Bruce Howard (Yam); 4. Scott Oberman (Hon); 5. Lynn Atkeisson (Hon).
POST VINT: 1. Bruce Hasty (Yam).

## Castor cranks at Baer Creek CC

**By Ed Vaughn**

POOLEVILLE, OK, SEPT. 20

Kenny Castor was the overall winner of the Oklahoma Cross Country Racing Association race at Baer Creek Moto Park. Castor maintained his series point standings lead.

Randy Brim took first place in the Expert class just behind overall Expert Bobby Southard. Brim made a great comeback after having surgery on his right knee a few weeks ago due to injuries he suffered at Motorcycle Raceway in Oklahoma City.

In the 200cc Expert class, Mike Price was the winner, finishing only one minute and 24 seconds behind 250cc Expert class winner Brim. Price and Brim are now tied for fifth place in the series point standings.

Price lost his kick starter during the race, but it turned out he didn't need it. He flew in with a nine-minute lead over runner-up Greg Gordan.

Kevin Dunn, was thrilled to score home the overall Amateur wins after losing it in the last race by only six seconds.

Hard luck struck out at Over 30 Amateur class rider Bob McClain. He crashed halfway through the first lap of the 7.2-mile course, and sustained several broken ribs and a broken collarbone.

In the 200cc Amateur class, Harvey Cobb got the holeshot and never looked back. Cobb took the checkered flag with a three-minute lead over Chet Sullivan.

**Results**

O/A: 1. Kenny Castor.
O/A EX: 1. Bobby Southard.
250 EX: 1. Randy Brim; 2. Trey Jorski; 3. Joel Farrol.
200 EX: 1. Mike Price; 2. Greg Gordon.
OVER 40: 1. Brice Taylor Jr.; 2. Kenny Turyman; 3. Dan Reim.
OVER 30 EX: 1. Denny Beitler; 2. Kevin Chambless; 3. Terry Long.
OVER 30 AM: 1. Hank Baldrige; 2. Larry McCalip; 3. Randy Hemphill; 4. Mike Kerr.
250 AM: 1. Timothy King; 2. Danny Baker.
200 AM: 1. Harvey Cobb; 2. Chet Sullivan; 3. Glenn Torres.
NOV: 1. Eddie Jones; 2. Kendall Robertson; 3. Pete Sosenko; 4. Todd Gaskill; 5. Steve Gallaher.
WMN: 1. Alana Watts; 2. Kari Hill.
MINI: 1. Jeremy Butler; 2. Nathan Reim; 3. J.C. Kindelsperger; 4. Chris Kinsch.

## Slavey slams Daniel Boone MX

**By Gwenn Harris**

LONDON, KY, SEPT. 20

Jon Slavey slammed the door on Daniel Nelson in the 250cc B class at Daniel Boone Motocross Park to score his first major win of the season.

The 250cc C class raced with the 250cc B class and the holeshot was taken by C rider Tom Remley in the first moto. However, Nelson soon took over the lead and easily won.

Remley grabbed the holeshot again in the second moto. Nelson roared out of the gate right on top of Remley, but coming out of the first turn Nelson got bad sideways on the tabletop, nearly losing control of his bike. Slavey used this moment to gain the advantage and he passed Nelson and Remley, but Nelson fought back. Going into the downhill turn, Nelson tried to pass Slavey to gain the lead but Slavey shut him out and was able to hold on to his position. Throughout the first lap Nelson was waiting to pass Slavey at every turn and straightway. Nelson was jamming so hard that he went down twice as the race progressed, giving Slavey an even longer lead.

Nelson was gaining back some of the time he had lost as they entered the fourth lap. Nelson was jamming hard, throwing dirt over the flags and onto the top of the scoring tower, but Slavey held on to win.

**Results**

NON-CURR: 1. Robert Goldson (Hon); 2. Jonathan Langworthy (Yam); 3. Brian Clothier (Yam); 4. Paul Allison (Yam); 5. Mark Jackson (KTM).
U/L AM: 1. Daniel Nelson (Hon); 2. Jon Slavey (Hon); 3. Mike Linginfelter (Yam); 4. Fonzo Stanley Jr. (Yam); 5. Mike Green (Yam).
80 BEG: 1. William Hampton (Kaw); 2. Michael Lambert (Kaw); 3. Armand Johnson (Kaw); 4. Jason Finley (Kaw); 5. Adam Vaughn (Suz).
50: 1. Terry Hampton (Yam); 2. Brandon Heath (Yam); 3. Cara Blevins (Yam).
125 C: 1. Gary Baker (Hon); 2. Jonathan Langworthy (Yam); 3. Robert Goldson (Hon); 4. Brian Perkins (Kaw); 5. Thomas Heck (Kaw).
SCHBY: 1. Kurt Sims (Kaw); 2. Tom Heck (Kaw); 3. Mike Lambert (Hon); 4. Jeff Hebel (Hon); 5. James Williams (Hon).
ENDR: 1. David Farris (KTM); 2. Matt Krisher (Kaw); 3. Patrick O'Hara (Suz).
30+: 1. Timothy Smith (KTM); 2. Carl Blevins (Hon); 3. Tom Remley (Yam); 4. Ed Aberegg (Mai); 5. Alex Krisher (Kaw).
250 B: 1. Jon Slavey (Hon); 2. Daniel Nelson (Hon).
25+: 1. Brian Perkins (Kaw); 2. Bert Carpenter (Kaw); 3. Kyle Vermillion (Hon).
60: 1. Christopher Heath (Kaw); 2. J.R. Carter (Hon); 3. Todd Maggard (Kaw).
80 SR: 1. Kurt Sims (Kaw); 2. Daryl Monhollen (Kaw).
OPEN AM: 1. Timothy Smith (KTM); 2. David Farris (KTM); 3. Jamie McQuade (Hon); 4. Darrell Jones (Hon).
250 C: 1. Mike Linginfelter (Yam); 2. Fonzo Stanley Jr. (Yam); 3. Mike Baker (Kaw); 4. Tom Remley (Yam); 5. Bert Carpenter (Yam).


# CYCLE NEWS Readers and SUPERCROSS Fans!

Cast your VOTE for the annual

# MICKEY THOMPSON Award of Excellence

Presented by

CAMEL SUPERCROSS · CYCLE NEWS · MTEG

Once again, the fans of Camel Supercross racing will select the winner of the prestigious 1992 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 21, and presented at the Anaheim Supercross on January 23.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1992 Camel 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group. The winner of the award will receive a smaller trophy at the AMA Awards Banquet.

Previous winners of the award include...

**Jeff Stanton - 1989**
**Johnny O'Mara - 1990**
**J.M. Bayle - 1991**

## CAST YOUR VOTE IN 1992!

## MICKEY THOMPSON Award of Excellence ✓ VOTING BALLOT

I vote for (rider name) _____
to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____ State _____ Zip _____

Clip and Send Ballot (Deadline is November 6, 1992) to:
Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

FOX 29 WUTV • Buffalo & Q107 Fifteen Years 1977-1992 AM640 present

MOTORSPORT '92

A spectacular weekend of racing including Motorsport Expo, a presentation of the latest in motorsport vehicles and aftermarket products!

FRIDAY, OCT. 23 – 8 PM
*Monsters of Motorsport*
Featuring Monster Trucks, 4x4 Races, Off-Road Cars and the SUZUKI Quadrunner ATV Challenge.

SATURDAY, OCT. 24 – 8 PM
*World Supercross Championship Round 3 of 8*
The best motorcycle riders in the world compete in this International Supercross Series. Can the Euros beat North America's best? Eight Rounds (Sweden, France, Canada, Holland, Spain, Japan, Switzerland and Italy).

SUNDAY, OCT. 25 – FINALS 4 PM
SUZUKI *presents the Canadian National Amateur Supercross Championships*
Mayhem in the SkyDome as hundreds of amateur riders compete for the Canadian Motorcycle Association's Amateur Championship Titles. The rising stars of tomorrow are here today! **Finals 4 pm. Practice and heats all day.**

*Motorsport Expo*
**(All weekend, Level 100, Esplanade Pit Area)**
The latest in Motorsport vehicles and performance accessories, race facilities, clubs, organizations, aftermarket products, motorcycles, ATV's, 4x4 trucks, off-road vehicles plus radio controlled off-road car and truck races. It's all here!
• **Fri.: 5 pm - 11 pm** • **Sat.: Noon - 11 pm**
• **Sunday: 10 am – 7 pm**

SKYDOME
SANCTIONED BY CMA AND THE ONTARIO OFFROAD RACERS ASSOCIATION

For further information: MOTORSPORT '92, 1 Yonge St., Suite 1801, Toronto, Ont. M5E 1W7
Telephone: (416) 363-9035 Fax: (416) 369-0515

Want to go racing!? Check the Cycle News calendar section.

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# RESULTS

## Short Track
## Lodi Cycle Bowl
## Lodi, CA
## Sept. 5
### By Mindyz Mac

OPEN B
Jim Poff W-R
Paul Bergstrom Rtx
Mike Cardoza Yam
Robert Seay Rtx
John Gonzales Rtx
OPEN A
Bobby McDowell Yam
Mark Key W-R
Rob Damron Rtx
Matt Wait Rtx
Andy Tresser W-R
PRO-AM
Bryan McDowell H-D
Matt Wait Rtx
Bobby McDowell Yam
Rob Damron Rtx
Andy Tresser W-R

## Motocross
## Holeshot Raceway
## Linnesville, PA
## Sept. 11
### By Peggy Adamic

50
Nick Samuels Yam
Zackary Sayers Suz
Nick Malagan Hon
JR MINI
Andy Wickens Kaw
Terry Szarka Kaw
Ryan Ziburis Suz
Troy Gould Kaw
Mike Jackson Hon
SR MINI
Sam Yannitelli Kaw
B.J. Cufr Kaw
Donny Slanina Suz
Terry Szarka Kaw
Wayne Fertig Kaw
SCHBY
Russ Tuttle Yam
Lee Braden Hon
Mark Marshall Hon
Ryan Yurmanovich Suz
Rob Parks Suz
125 A
Trevor Vines Yam
Chuck Nicholson Suz
Allen Beench Yam
125 B
Mike Pinchiak Hon
125 C
Joe Goodman Kaw
Bryan Bellinger Suz
Brad Davis Suz
Gordon Longhitano Kaw
Charles Hager Hon
250 A
Brian Tremblay Hon
250 B
Mike BVenenzia Hon
Paul Struchan Hon
250 C
Chris Mooney Hon
Darin Baker Hon
Rob Baker Kaw
Brian Potter KTM
Art Gilchrist Suz
OPEN B/C
Mark Tores Kaw
Johnny Young KTM
Steve Brundage Kaw
Jim Rayailzak Hon
PLUS 25
Chuck Bortz Yam
SR 1
Blaine Duecaster Kaw
Walter Holdson Hon
Chip Lubiniecki Kaw
Gary Hammer Hon
Mark Sedler Hon
SR 2
Blaine Duecaster Kaw
Brad Potter KTM

## Short Track
## Square Deal Riders
## Harpursville, NY
## Sept. 12
### By Dave Rafferty

50
Mike Williams Yam
Mary Newell Yam
Tom Newell Yam
Mike Alexander Yam
Lowell Carson Yam
60
Jeremy Thompson Yam
Cam Rafferty Kaw
Frank Keeley Yam
Mary Newell Kaw
Jason DiSalvo Kaw
80
Aaron Creamer Yam
Harley Hadaway Kaw
Jeremy Thompson Suz
Mat Keeley Yam
John Harkness Yam
125 AM
Shawn Mobley Hon
Garth Bastian Yam
James McGivern Yam
James Conklin Hon
Mat Keeley Yam
S/SR
Norm Laviolette H-D
Boots Oakley Hon
Tom Blachek H-D
SPTSMN
Ken Coolbeth Rtx
Dan Brown Rtx
Justin Coolbeth Rtx
Todd Hunter Rtx
Rob Bibbins H-D
SIDEHACK
Craig Estelle/ Todd Hunter Yam
Ray Trainor/ Stan Garvilla H-D
Bill Haas/ Joe Gould Hon
Brad Flint/ Brent Livingston Kaw
250 EX
Jason Fletcher Hon
Chris Hart Hon
Ken Coolbeth Hon
Craig Estelle Suz
Craig Lane Hon
250 AM
Don McGirr Hon
Morgan Coolbeth Hon
Garth Bastian Hon
Dick Edwards Suz
Stan Nittiske Hon
OPEN AM
Morgan Coolbeth Rtx
Pat Moroney H-D
Don McGirr Hon
Ken Munnings Hon
Joe Gould Hon
750 AM
Earl Yearick H-D
Jim Miller H-D
SR B
Tom Robert Hon
Earl Yearick Jr. H-D
Jim Miller Hon
Joe Gould Hon
John Healy Rtx
SR A
Ron Ezard Hon
Jay Skidmore Hon
Rob Bibbins H-D
Norm Laviolette H-D
OPEN EX
Craig Estelle H-D
Ken Coolbeth Rtx
Duane Veeder W-R
Jason Fletcher H-D
Scott Snoop Rtx

## Motocross
## Malvern MX Park
## Malvern, OH
## Sept. 12
### By Peggy Adamic

50
Derick Espenschied Ym
BJ Wagner Yam
Tim Klase Yam
Brandon Wagner Yam
Jacob Hagy Yam
JR MINI
Andy Wickens Kaw
Terry Szarka Kaw
Andrew Fowler Yam
Justin Haislip Kaw
Tyson Leggett Kaw
SR MINI
M.J. Cufr Kaw
Patrick Klase Suz
Terry Szarka Kaw
Kevin Evans Kaw
Shaun Kiley Yam
SCHBY
Andy Moran Hon
Brandon Irwin Kaw
Shawn Shuman Hon
Bryan Cornish Suz
Matt Neff Suz
125 A
Rick McGuire Suz
125 B
Larry Bellman Hon
125 C D-1
Bob Bitikofer KTM
Jeremy Bonnett Hon
J. Mike Smith Suz
Dave Brammerger KTM
Ron Samac Kaw
125 C D-2
Bryan Bellinger Suz
Donny Lewis Hon
Gary Lemon Kaw
Matt Meek Kaw
Joel Collinsworth Hon
250 A
Phil Gauthier Hon
250 B
Larry Bellman Hon
Ken Ward Kaw
Todd Dapoz Hon
John Repenning Hon
250 C D-1
Brian Wagner Hon
Jerry Dietz Yam
Jim Clark Jr. Kaw
Ben Jabergz Kaw
Wm. Hinchliffe Kaw
250 C D-2
Rick Baileyst Yam
John Ren Suz
Brian Shuman Hon
Jerry Ferguson Yam
Kevin Schmid Suz
VET A
Ken Ward Kaw
Brad Potter KTM
PLUS 25
Curt Baldwin Hon
Todd Dapoz Hon
ScottPayne Hon
Frank Kennen Yam
OPEN B/C
Johnny Young KTM
Bryan Krebs Hus
Jeff Rudrick Hus
John Levengood Hon
Todd Jones Hon
SR 1
Jeff Rudrick Hus
John Ren Suz
James Kostival Kaw
Gary Gracyk Hon
Todd Jones Hon

## Motocross
## White Oak MX Pk
## Fredericksburg, VA
## Sept. 13
### By Caryl Pigg

50
Stephen Grimes Yam
Stephen Eubanks Yam
80 7-11
Todd Holt Hon
Kevin Sheppard Hon
80 14-25
Richard Pitschender Hon
Mark Long Kaw
Marcus Robertson Hon
80 12-13
Amber Hughes Suz
Chad Holt Suz
Ryan Walls Kaw
Mike Ford Kaw
Rocky Nichols Yam
250 C
Richard Hoffa Hon
David Brent Hon
John Polakawski Hon
Robert Gallahan Hon
David Shabe Kaw
OPEN A
Todd Harper Kaw
Donnie Miller Hon
VET B
Chucky Hicks Hon
Richard Lee Hon
Philip Rager
Harvey Holcombe Kaw
250 A/VET A
Alan Kocotas Hon
Terry Kennedy Hon
Dwight Fraser Hon
125 A
Steve Gaumer Hon
Allen Painter Suz
Terry Kennedy Kaw
Bob Livengood Yam
25+ B
Craig Robinson Hon
Wayne Kelley Hon
Robert Phillips Hon
John Ramsey Yam
Philip Kuhn Yam
125 B
John Lee Suz
Matt Wells Hon
Gary Denegas Hon
Lee Huffman Kaw
John Monk Kaw
125 C
Tony Welch Kaw
Jake Stanley Kaw
Joey Leavell Hon
Bobby McGee Suz
Tony Byrne Suz
25+ A
Alan Kocotas Hon
Todd Harper Kaw
Dwight Fraser Hon
Allen Painter Suz
Hastings Foote KTM
250 B
Chucky Hicks Hon
Ian Fortune Hon
John Monk Yam
Jeff Beavers Hon
Bob Davis Hon

## Short Track
## Square Deal Riders
## Harpursville, NY
## Sept. 13
### By Dave Rafferty

50
Mike Williams Yam
Mary Newell Yam
Tom Newell Yam
Thor Church Yam
60
Jeremy Thompson Yam
Cam Rafferty Kaw
Frank Kelley Yam
Mike Mashewske Kaw
Mary Newell Kaw
80
Aaron Creamer Yam
Harley Hadaway Kaw
Jeremy Thompson Suz
Matt Keeley Yam
Mike Mashewske Yam
125 AM
Garth Bastian Yam
Shawn Mobley Hon
Mike McKee Kaw
Jim Conklin Hon
Harley Hadaway Kaw
250 AM
Morgan Coolbeth Hon
Don McGirr Hon
Joe Demento Yam
Stan Nittiskie Hon
Garth Bastian Hon
OPEN AM
Morgan Coolbeth Rtx
Pat Moroney H-D
Joe Demento Hon
Don McGirr Hon
John Healy Rtx
750 AM
Jim Miller H-D
Earl Yearick H-D
SIDEHACK
Craig Estelle/ Todd Hunter Yam
Ray Trajnor/ Stan Garuilla H-D
Bradley Flint/ Brent Livingston Kaw
Bill Haas/ Charles McGurk Hon
SR B
Earl Yearick H-D
Tom Miller H-D
Joe Gould Hon
John Healy Rtx
Scott Snyder Hon
SR A
Jay Skidmore Hon
Bill Newell Tri
Andy Karadontes Yam
Pat Moroney H-D
Norm Laviolette H-D
S/SR
Tom Blachek H-D
Norm Laviolette H-D
Charles McGurk Rtx
Joe Gould Hon
Rick Robb Yam
SPTSMN
Ken Coolbeth W-R
Dan Brown Rtx
Justin Coolbeth Rtx
Ron Ezard Hon
Chris Hart Hon
250 EX
Duane Veeder Yam
Ken Coolbeth Hon
Jason Fletcher Hon
Craig Estelle Suz
Chris Hart Hon
OPEN EX
Jason Fletcher Rtx
Craig Estelle H-D
Ken Coolbeth Rtx
Duane Veeder W-R
Conrad Parshall Rtx

## Motocross
## MRA
## Milan Cycle City
## Milan, MI
## Sept. 11
### By Marilyn Post

0-85 BEG
Danny Little Kaw
0-85 NOV
Rancil Hughes Suz
Chris Lowell Kaw
Chris Ockert Kaw
John Williams Hon
Brandon Boone Suz
125 BEG
Terry Green KTM
Mike Fleming Hon
Arthur Nanian Hon
William Woodworth Hon
Mathew Tyler Yam
125 NOV
Tim Berry Suz
Greg Horner Hon
Matt Myshock Hon
Rob Korte Hon
William Withrow Yam
125 INT
Quin Hickey Suz
Jason Sweeney Kaw
Daryl Bays Suz
250/OPEN BEG
Tom Horsch Kaw
Rick Peterson Hon
Kerry Cavender Hon
Keith Pastor Hon
Terry Winn Yam
250/OPEN NOV
Sam Engler KTM
Tim Berry Suz
Tony Crespo Kaw
Mike Bugg Suz
Dave Miller Hon
250/OPEN INT
Ray Solarski Yam
Jeff Beerbower Hon
Dave Callister Suz
Ronald Kendrick Hon
Lonnie Hammond Yam
250/OPEN EX
Johnny Putnam Jr. Hon
John Imo Hon
Jamie Stevenson Yam
16-24 OPEN
Johnny Putnam Jr. Hon
Ray Solarski Yam
Matt Myshock Hon
Rob Korte Hon
Jamie Stevenson Yam
VET 25+
Dave DeSeranno Hon
VET 30+
Barry Mayo Kaw
Jeff Beerbower Hon
Bob Bolenbaugh Hon
Jeffery Weber Kaw
VET 35+
Bob Bolenbaugh Hon

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## CHAMPIONSHIP EVENTS

### World C'ship Superbike Road Race Series
10/4 Monza, Italy
10/18 Phillip Island, Australia
10/25 Manfield, New Zealand

### World C'ship Endurance Road Race Series
10/25 Phillip Island, Australia

### World C'ship Supercross Series
10/10 Paris, France
10/25 Toronto, Canada
11/1 Netherlands
11/7-8 Barcelona, Spain
11/28-29 Tokyo, Japan
12/4 Geneva, Switzerland
12/5-6 Genoa, Italy

### RACE Castrol Eastern Canada Challenge Series
10/3 Shannonville, Ont., CAN
Info 613/966-4882

### AMA Grand Nat'l C'ship Camel Pro Series
10/3 Sacramento, CA M
10/10 Pomona, CA HM
Info 614/891-2425

### AMA Camel Supercross Series
1/9/93 Orlando, FL
1/16 Houston, TX
1/23 Anaheim, CA
1/30 Seattle, WA
2/6 San Diego, CA
2/13 Tampa, FL
2/27 Atlanta, GA
3/6 Daytona Beach, FL
3/27 Irving, TX
4/3 Charlotte, NC
4/17-18 Pontiac, MI
4/24 Indianapolis, IN
5/15 Los Angeles, CA
6/5 San Jose, CA
6/12 Las Vegas, NV
Info 614/891-2425

### AMA Nat'l C'ship 600 Dirt Track Series
10/25 Fresno, CA TT
Info 614/891-2425

### AMA Nat'l C'ship Road Race Series
10/10-11 College Station, TX
Info 614/891-2425

### AMA Nat'l C'ship 125/500 MX Series
10/4 Budds Creek, MD
Info 614/891-2425

### AMA Nat'l C'ship Enduro Series *
10/11 Redding, CA
10/25 Bear, DE
11/1 New Paris, IN
11/8 Greenville, OH
* Tentative
Info 614/891-2425

### AMA Nat'l C'ship Hare & Hound Series
10/25 Lucerne Valley, CA
Info 614/891-2425

### AMA Nat'l C'ship Hare Scrambles Series
10/11 Kahoka, MO
11/1 Phoenix, AZ
Info 614/891-2425

### AMA Nat'l C'ship Reliability Enduro Series *
10/3 Minden, NV
* Tentative
Info 614/891-2425

### AMA Nat'l C'ship Hillclimb Series
10/11 Oregonia, OH
Info 614/891-2425

### AMA/Suzuki Dual Sport Trail Ride Series
10/3-4 McArthur, OH
10/10-11 Angels Camp, CA
Info 614/891-2425

### AMA Wiseco/Yamaha Yokohama Grand Nat'l C'ship Cross Country Series
10/4 Elizabeth, WV
10/18 Elkins, WV
Info 304/594-1157

### AMA/CCS Pro/Am Road Race Series
**Florida Region**
10/17-18 Daytona Beach, FL
10/25 W. Palm Beach, FL
12/13 W. Palm Beach, FL
**Southeast Region**
10/17-18 Daytona Beach, FL
**Mid Atlantic Region**
10/17-18 Daytona Beach, FL
**Great Lakes Region**
10/17-18 Daytona Beach, FL
**Midwest Region**
10/17-18 Daytona Beach, FL
**Northeast Region**
10/10-11 Loudon, NH
10/17-18 Daytona Beach, FL
**Southwest Region**
10/17-18 Daytona Beach, FL

### AMA/CCS Race of Champions
10/17-18 Daytona Beach, FL

### WERA F-USA Pro Road Race Series
10/28-11/1 Braselton, GA
Info 916/582-0451

### Vanson/PM WERA Nat'l Endurance Series
10/30 Braselton, GA
Info 916/582-0451

### WERA Nat'l C'ship Road Race Series
**Mid-Atlantic Region**
10/3-4 Garrettsville, OH
10/10-11 Summit Point, WV
**Southeast Region**
10/10-11 Talladega, AL
**Mid-Central Region**
10/10-11 Talladega, AL
**South Central Region**
10/17-18 College Station, TX
Info 803/681-9372

### WERA Vintage Road Race Series
10/3 Garrettsville, OH
Info 803/681-9372

### Metzler/WERA Grand National Final
10/28-11/1 Braselton, GA

### IDBA Nat'l C'ship Drag Race Series
10/23-25 World Finals Memphis, TN
Info 205/849-7886

### AMRA All Harley Drag Race Series
10/3-4 Beechmont, KY
Info 708/250-0838

### NESC C'ship MX Series
10/4 Southwick, MA
10/11 Middleboro, MA
10/18 Southwick, MA
10/25 Middleboro, MA
11/1 Middleboro, MA
11/8 Middleboro, MA
Info 413/772-0685

### NETRA C'ship Enduro Series
10/4 Wrentham, MA
11/8 Stafford, CT
Info 203/875-5757

### NETRA C'ship Hare Scrambles Series
10/11 Fishouse, NY
10/18 Bourne, MA
Info 203/875-5757

### NETRA Turkey Run Series
10/11 Winchendon, MA
10/18 Berlin, MA
11/1 Central Village, CT
11/22 Plympton, MA
Info 203/875-5757

### ECEA C'ship Enduro Series
10/4 Greenbank, NJ
10/25 Bear, DE
11/8 Warren Grove, NJ
11/22 New Lisbon, NJ
Info 609/893-7294

### New York State C'ship Hare Scrambles Series
10/11 Mapledale, NY
10/25 S. Edmeston, NY
Info 315/839-5637

### AMA Southeastern Regional MX C'ship Mega Series
10/25-26 Blountville, TN
Info 615/323-5497

### Virginia C'ship Hare Scramble Series
10/4 Martinsville, VA
10/18 Newport News, VA
11/1 Surry, VA
Info 804/255-4620

### AMA Florida State MX C'ship Gold Cup Series
10/4 Orlando, FL
10/11 Reddick, FL
10/18 Ocala, FL
10/25 Gainesville, FL
11/1 DeLeon Springs, FL
Info 813/894-0439

### AMA Winter National Olympics
11/23-28 Gainesville, FL
Info 813/894-0439

### AMA Mid-South C'ship Winter Hare Scrambles Series
10/4 Hohenwald, TN
10/25 Fordsville, KY
11/1 Cadiz, KY
11/15 Eagle Creek, KY
11/22 Greenville, KY
12/6 Apex Valley, KY
12/13 Tupelo, MS
1/10/93 Tennyson, IN
1/24 Battleground, AL
2/14 Hurricane Mills, TN
2/28 Bremen, GA
4/4 Centerrville, TN
4/25 Greeneville, TN
Info 615/3331-1475

### Grans Prix de Baja Series
10/17 Ensenada Gran Prix Ensenada, B.C., MEX
11/21 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

### AHRMA Pacific Coast Road Race Series
11/28-29 Sears Point, CA
Info 715/842-9699

### AHRMA Vintage Trials Series
10/4 Flat River, MO
Info 715/842-9699


Catch the fever!
NATIONAL CHAMPIONSHIP FINALS

TEXAS WORLD SPEEDWAY
College Station, Texas
October 9 - 11, 1992
"Order Your Tickets Now!"
Tickets Hotline:
1-800-299-TEXAS
Or
TicketMaster
1-800-275-1000



Public Auction Sale
*To Settle The Estate of Herb Kunze*
MAJOR MOTORCYCLE & PARTS DISTRIBUTOR & DEALER
Wednesday, October 21st at 10 am
*Major Parts Inventories To Be Sold*
On Tuesday, October 20th at 1 pm
*Open to inspection at 8:00 am each day*
*Flint Indian Sales*
923 North Saginaw, Flint, Michigan
VINTAGE MOTORCYCLE TREASURE
Indian * Norton * Ducati
Moto Guzzi * Matchless * AJS * Premier
Greeves * KTM * Penton
*Over 220 Motorcycles - including 60 brand new, some still in their crates for 20 years!*
Brand new: 1968-1976 Nortons, Ducatis, Moto Guzzis, Premiers, Greeves, AJS Stormers, Used: Indians, Matchlesses, AJS's, Nortons, Ducatis, Moto Guzzis, KTM's, Pentons, Triumphs, Greeves and more!
Over $1,000,000 original dealer cost N.O.S. parts for Matchless, Norton, Ducati, Zundapp, AJS, Triumph, Indian, Moto Guzzi, AMAL, Reynold, Lucas, Wipac, Metzeler. Tons of Parts, Accessories, Apparel, Shop Equipment, Used Parts and More!!!
*This will be the largest vintage bike auction yet! We have been commissioned to sell everything to the highest bidder! Distributors, Dealers, and Collectors - Don't miss this sale!!*
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# GFI RACING

**Proudly Presents The**
**1992 GFI FALL SERIES**

**All Events Held At Perris Raceway With Track Changes Each Weekend.**
**Honda & Yamaha Factory Contingency!**

**GFI Membership Required to Earn Series Points 6 Riders to Make a Class**
**Gates Open: 6 a.m.**
**Practice: 8 a.m. 1st Race: 9 a.m.**

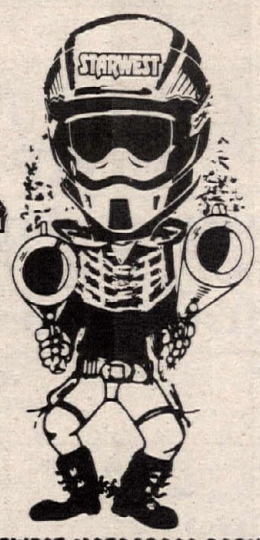
**FALL SERIES SCHEDULE**
ROUND 1 - OCTOBER 11
ROUND 2 - OCTOBER 18
ROUND 3 - OCTOBER 25
ROUND 4 - NOVEMBER 1
ROUND 5 - NOVEMBER15

Fall Series "WARM UP" Sunday, October 4

Special Thanks To: Troy Lee Designs, Mr. Moto, YOKO, NOLEEN, 100%, WHITE Brothers, MAXIMA, ROOST AMERICA, DUNLOP, WOR, AFO, pro-tec, Skinner Cabinets, PowerBar, PRO CIRCUIT, GATORADE VISION DIVISION, Renthal HANDLEBARS, FANTASY MUFFLER, MOTUL MOTOR OIL

FOR INFO: Ph (714) 788-5853
FAX (714) 788-1612

PRO CIRCUIT
PRESENTS THE
**TWIN FAIR SHOOT OUT**




**Saturday, October 10**
**Saturday, October 17**

THE BEST TROPHIES IN SO. CAL. 30% ALL CLASSES

PLUS: **200%** PRO PAYBACK

SOUTHERN CALIFORNIA'S NEWEST MOTOCROSS PARK

GATE OPENS 6:30am
PRACTICE 8:00am
RACE 9:30am

ENTRY FEES
AMATEUR $20.00
PROS $30.00
NO MEMB. REQD.

STARWEST SUPERCROSS PARK

FOR MORE INFO. CALL 714-855-2707

CMC
**Race With The Best**
Sat., Oct. 3 Huron TC Finale
Sun., Oct. 4 Huron TC Finale
Sat., Oct. 10 No Night Race
Sun., Oct. 11 Starwest FF #1
Sat., Oct. 17 Glen Helen Night Motocross
(714) 880-0016— FAX (714) 880-1734

DOUBLE CROSS RACING
October 4
L.A. County Raceway
★ Desert Storm Series
October 11
Sunrise
INFO: (714) 371-6333


# CALENDAR

### AHRMA Vintage Iron Nat'l MX Series
10/25 Hollister Hills, CA
Info 715/842-9699

### AHRMA Northeastern Vintage MX Series
10/11 Englishtown, NJ
Info 201/784-9854

### AHRMA Southeastern MX Series
10/11 Breman, GA
Info 715/842-9699

### AHRMA West MX Series
10/18 Palmdale, CA
10/25 Hollister, CA
11/8 Tulare, CA
Info 715/842-9699

### AHRMA NorCal MX Series
10/25 Hollister, CA
Info 715/842-9699

### AHRMA Vintage Dirt Track Series
10/18 Dallas, TX
TBA Henderson, KY
Info 715/842-9699

### Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
10/11 Mainesburg, PA
Info 410/775-77209

### ATA Observed Trials C'ship Series
10/11 Corral Canyon, CA
11/29 Lucerne Valley, CA
Info 213/259-6631

### RMEC Enduro Series
10/4 Cloudcroft, NM
Info 307/742-4136

### Black Jack Enduro Series
10/11 Tulsa, OK
10/25 Oklahoma City, OK
Info 903/832-5323

### MTEG Off-Road C'ship GP Series
10/3 Las Vegas, NV
11/24 San Francisco, CA
Info 714/938-4100

### SCORE Int'l Off Road Series
11/11-14 Baja 1000 Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

### CMRA Road Race Series
10/17-18 College Station, TX
Info 713/342-9032

### Sabine Enduro Circuit
10/25 Oklahoma City, OK
11/8 Muenster, TX
Info 504/928-2117

### High Plains Enduro Circuit
10/4 Cloudcroft, NM
10/25 Memphis, TX
11/22 Spur, TX
1/25/93 San Angelo, TX
2/7 Post, TX
2/20-21 Lubbock, TX
3/21 San Angelo, TX
4/4 Turkey, TX
Info 806/795-1218

### OCCRA Cross Country Series
10/4 Stillwater, OK
10/18 Oklahoma City, OK
11/1 Ardmore, OK
11/15 Oklahoma City, OK
Info 405/632-3370

### Texas Cross Country Series
10/11 Gholson, TX
10/25 Euless, TX
Info 214/790-1221

### Texas C'ship Hare Scrambles Series
10/4 High Grove, TX
10/18 New Berlin, TX
11/8 Houston, TX
11/22 High Grove, TX
12/13 Rockne, TX
1/10/93 San Antonio, TX
1/24 Columbus, TX
2/7 Waco, TX
2/28 High Grove, TX
3/14 Floresville, TX
3/28 Bastrop, TX
4/18 String Prairie, TX
Info 713/933-0900

### ARRA Road Race Series
10/31-11/1 Bakersfield, CA
11/21-22 Bakersfield, CA
12/13-14 Bakersfield, CA
Info 805/682-3290

### White Bros. Vet World MX C'ship
11/7-8 Perris, CA
Info 714/788-5853

### HDRA USA Cup Desert Race Series
10/9-11 Las Vegas, NV
Info 702/361-5404

### AFM Road Race Series
10/11 Sonoma, CA
Info 510/796-7005

### WSMC/Willow Springs Road Race Series
10/16-18 Rosamond, CA
11/13-15 Rosamond, CA
12/18-20 Rosamond, CA
Info 805/256-1234

### AMRRA Mini Road Race Series
10/11 Riverside, CA
11/1 Palomar, CA
12/5-6 Riverside, CA
Info 714/548-8429

### CMC Valvoline Oil Trans-Cal Nat'l MX Series
10/3-4 Huron, CA
Info 714/880-0016

### OMRRA Road Race Series
10/18 Portland, OR
Info 503/221-1487

### OMRA Cross Country Series
10/23-24 Bend, OR
Info 503/625-7331

### USBA Road Race Series
10/17-18 Salt Lake City, UT
Info 801/535-4625

### NMA Enduro Series
10/4 Olympia, WA
10/25 Bellingham, WA
Info 206/922-1457

### NMA Off Road Series
10/18 Olympia, WA
11/8 Shelton, WA
11/15 Bellingham, WA
12/6 Kent, WA
12/13 Sultan, WA
Info 206/922-1457

### MXNW Pacific Coast Grand C'ship Series
10/17-18 Woodland, WA
Info 503/543-6028

### GFI Fall Series
**South**
10/11 Perris, CA
10/18 Perris, CA
10/25 Perris, CA
11/1 Perris, CA
11/15 Perris, CA
Info 714/788-5853

**North**
10/10-11 Brentwood, CA
10/17 Hanford, CA
10/18 Hollister, CA
10/24-25 Turlock, CA
Info 209/673-8080

**OCTOBER**

| S | M | T | W | T | F | S |
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| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

● Denotes Pro Payback

## October 2

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CANADA MOTOCROSS
MRA. Leamington, Ontario. Info 313/289-2100.
DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MARYLAND STADIUM MX
● AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
PENNSYLVANIA SHORT TRACK/TT
AMA/Erv Braun Promotions. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

## October 2-4

NORTH CAROLINA DUAL SPORT
GS International. High Country Cycle Camp, Ferguson. Info 919/973-7522.

## October 3

ALABAMA SHORT TRACK/TT
C'ship Series. Thunder Valley Speedway, White Plains. Info 205/831-1925.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA RALLY
18th Annual El Camino So Cal Vintage Cycle Rally. Friends of the West Coast Rallies. El Camino Junior College, Torrance. Info 805/772-2038.
CALIFORNIA SPEEDWAY
● International Speedway. U.S. Nat'l C'ships. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
Cycle Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CANADA ROAD RACE
RACE/12th Annual Castrol Eastern Canada Challenge Series. Shannonville, Ontario. Info 613/966-4882.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross Track, Tunnel Hill. Info 404/397-2937 or 706/259-5187.
INDIANA MOTOCROSS
J & S Racing Inc. Booneville. Info 812/897-0629.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Fulton County MX, Rochester. Info 219/594-2649.
INDIANA MOTOCROSS
Haspin Acres Motor Sports Park, Laurel. Info 513/772-2803 or 661-8954.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
KENTUCKY MOTOCROSS
● Adventuresports. Bluegrass MX, Bardstown. Info 502/737-7433 or 833-2706.
MARYLAND HARE SCRAMBLES/ MX/ST/STADIUM MX
● AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
NEVADA ENDURO
High Sierra M.C. Nat'l Reliability Enduro. Pine Nut Mountains, Minden. Info 916/577-6505.
NEW YORK SHORT TRACK
AMA/D-34/Del Ray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.

OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
CRA. Malvern Motosport Park, Malvern. Info 216/262-4945.
OREGON SHORT TRACK/TT
• Diamond Raceway, Roseburg. Info 503/673-2776.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.

## October 3-4

CALIFORNIA MOTOCROSS
• GFI/Team Green West Coast Amateur Nat'l. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA TT SCRAMBLES
VDTRA Series. Dixon. Info 918/445-0671.
IDAHO MOTOCROSS
State C'ship. Owyhee M.C., Boise. Info 208/939-0815.
KENTUCKY DRAGS
AMRA North American All Harley Drags. Beech Bend Raceway Park, Beechmont. Info 708/250-0838.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.
MISSOURI HARE SCRAMBLES
AMA/MO H.S. C'ship Series. Flat River Grand Prix, St. Joe State Park. Info 314/392-2475.
OHIO DUAL SPORT
AMA/Suzuki Dual Sport Ride Series. Enduro Riders Assn., McArthur. Info 614/444-9600.

## October 4

CALIFORNIA GRAND PRIX
Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides. 3rd Annual Cycle News Dual Sport Jamboree. San Bernarrdino Nat'l Forest, Beg Bear. Info 714/846-1241.
CALIFORNIA MINI RACE
CMMC Series. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA MOTOCROSS
• GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA SHORT TRACK
AMA/D-36. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
• GFI Fall Series Warm-Up. Perris Raceway, Perris. Info 714/788-5853.
CANADA YSR RACE
Formula Fifty Club. Kart Gardens Int. North, Calgary, Alberta. Info 403/277-0099.
COLORADO ROAD RACE
MRA. Second Creek. Info 303/294-2054.
FLORIDA MOTOCROSS
• WorldSports. 10th Annual AMA/FL State MX C'ship Gold Cup Series. Orlando MX Park, Orlando. Info 813/894-0439 or 894-0539.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IDAHO MOTOCROSS
• Huetter MX Park, Coeur d' Alene. Info 208/667-8515 or 773-2956.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wasbash Cannonball, Wabash. Info 219999/594-2649.
INDIANA MOTOCROSS
Haspin Acres Motor Sports Park, Laurel. Info 513/772-2803 or 661-8954.
INDIANA HARE SCRAMBLES
AMA/D-15. C'ship H.S. Series. Stoney Lonesome M.C., Columbus. Info 812/379-2312.
IOWA ENDURO
AMA/D-22. Iowa Enduro Riders, Barlett. Info 515/965-9051.
KENTUCKY MOTOCROSS
AMA. Pendleton County M/C Park, Gardnersville. Info 606/472-3442.
MARYLAND MOTOCROSS
• AMA Nat'l C'ship 125cc/500cc MX Series. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip West Enduro, Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MEXICO MOTOCROSS
• Too Much Fun Promotions/Resource Marketing. LaPlaya GP V. Rosarito Beach, B.C. Info 619/942-0640.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
TMP Racing. Thomastown MX, Thomastown. Info 601/289-2090.
NEW JERSEY ENDURO
ECEA C'ship Series. Sandy Lane Enduro. Meteor M.C., Greenbank. Info 809/227-4573.
NEW MEXICO MOTOCROSS
Southwest New Mexico MX Series. Deming. Info 505/546-2193.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Ace MX Octoberfest, Modena. Info 518/828-6149.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK SHORT TRACK
• AMA/Electric City Riders M.C. Schenectady. Info 518/372-1526 or 374-7979.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. East Coast MX Park, New Bern. Info 919/224-8381.
OHIO HARE SCRAMBLES
AMA/D-11/CRA. Treaty City M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
CRA Fall Series. Amherst M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Corky Wurster Memorial. Salem M.C., Salem. Info 216/482-2971.
OHIO MOTOCROSS
• AMA/D-12/American Motorsports. Coshocton County Fair, Coshocton. Info 614/596-2057.
OHIO MOTOCROSS
Athens M.C., Athens. Info 614/592-1692.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Stillwater. Info 405/632-3370.
PENNSYLVANIA MOTOCROSS
AMA/Erv Braun Promotions. The Challenger Raceway, Indiana. Info 412/726-5494.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
KTMX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE HARE SCRAMBLES
AMA Mid-South Winter C'ship Series. HHohenwald. Info 615/331-1475.
TEXAS HASRE SCRAMBLES
AMA/TX C'ship Series Round #1/TX Scramblers Assn. High Grove. Info 713/-556-0838 or 817/346-1132.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Blue Ridge Cycle Club, Martinsville. Info 703/632-5931.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
WASHINGTON ENDURO
NMA Enduro Series/Timekeeper Enduro. River City M.C., Olympia. Info 206/984-1778.
WEST VIRGINIA CROSS COUNTRY
AMA Wiseco/Yamaha/Yokohama GNCC Series. Starvation Point, Elizabeth. Info 304/594-1157.
WISCONSIN YSR RACE
Wisconsin Yamaha YSR Racing Group. Karting Kettle, Elkhart Lake. Info 414/529-0387.
WISCONSIN SHOW
J & P Promotions. 8th Annual M/C Parts Extravaganza Ride-In Bike Show. Wisconsin State Fair Park, Milwaukee. Info 319/462-6011.

## October 5-8

CALIFORNIA RALLY
FSSNOC Member & Guest Rally. Four-Stroke Singles National Owners Club Gypsy Tour, 100 miles a day. Yosemite. Info 209/841-3812.

## October 9

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
PENNSYLVANIA MOTOCROSS
AMA. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

## October 9-11

CALIFORNIA RALLY
Vintage Extravaganza. Chicken Ranch Racing Ent. Argyll Park, Dixon. Info 916/989-4938.
NEVADA ROAD RACE
HDRA USA Cup Challenge Series. 6th Annual HDRA Gold Coast 300. Las Vegas. Info 702/361-5404.

## October 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Short Track/TT C'ship Series. Thunder Valley Speedway, White Plains. Info 205/831-1935.
ALABAMA MOTOCROSS
• Iron Man Marathon. Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
• Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
DELAWARE SHORT TRACK/MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
Calhoun SX Track, Calhoun. Info 404/943-4935.
INDIANA GRAND PRIX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MASSACHUSETTS ENDURO
NETRA C'ship Jr. Enduro Series. Steerage Rock Jr. Enduro. Brimfield. Info 203/875-5757.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Sprout Patch MX Track, Billings. Info 417/744-2593.
NEW YORK SHORT TRACK
AMA/D-34/Del Ray Enterprises. Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
TENNESSEE ARENACROSS
2nd Annual TN State AX C'ship Series. Paris Dirt Trackers. Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.

## October 10-11

ALABAMA ROAD RACE
WERA C'ship Series. Talladega GP Raceway, Talladega. Info 205/362-6370.
CALIFORNIA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/D-36/Ridge Runners M.C. 2nd Annual Ridge Runner 500, Angels Camp to Reno, NV. Info 408/438-5130.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS/TT
Tri County Quad Racing Assn. Plumas County Fairgrounds, Quincy. Info 916/283-3358.
NEW JERSEY MOTOCROSS
• AMA/16th Annual Kawasaki Race of Champions. Raceway Park, Englishtown. Info 908/446-6331.

## October 11

ALABAMA ENDURO
AMA/SERA/SETRA. Bama Barkbuster Enduro. Peach Queen Campground, Jemison. Info 205/991-6522.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/595-2727.
CALIFORNIA MOTOCROSS
• GFI Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
AMA/D-36. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA GRAND PRIX
• CRC. Gremlin GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
ATA Observed Trials C'ship Series/Plonkers Trials Club. Corral Canyon. Info 213/259-6631.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.


HSY PROMOTIONS PRESENTS
**$10,000** Purse
**KING'S SPEEDWAY SUPER CHALLENGE**
**SUPERCROSS**
125 & 250 Pro's Only
Kings Fairground - Hanford, CA - OCTOBER 17, 1992

Gates Open: Noon
Practice: 2 P.M.
Opening Ceremonies: 7 P.M.
Racing Starts: 7:30 P.M.
Overnight Camping Available

King's Fairground is located on 10th Avenue off Hwy. 198 Follow signs to Fairgrounds.

Pre Entry - $50.00 • Post Entry - $60.00 (Per Class)
Entry Includes Rider Pit Pass Only • Entry Deadline - October 10, 1992

Name: ____ Race#: ____
Address: ____ City: ____ State: ____
Make: ____ Class 125 ____ 250 ____ Age ____
Sponsors ____
Mail Entry To: HSY 101 S. 11th Avenue, Hanford, CA 93230
Race Info: (209) 582-6716 • Hotel Info: (209) 651-5000



AMA SANCTIONED
**WISECO/YAMAHA/YOKOHAMA**
**National Cross Country Series**

October 17 & 18 (Round 13)
Fall Festival GNCC - Elkins, WV
I-79 to Elkins, go 7 mi. West on Rt. 33, near Jimtown

SATURDAYS
QUADS RACE - 1 PM
SUNDAYS
BIKES RACE - NOON

Entries and Information
RACER PRODUCTIONS
Rt 7 Box 459
Morgantown, WV 26505
PHONE
(304) 594-1157

Best 10 Scores Count
YAMAHA YOKOHAMA
Gear BT RACING Fredette Racing Products WMX SCOTT SideWinder Kevin Brown Sales KLOTZ ACERBIS ITP



CRC
SUNDAY, OCT. 11, 1992
L.A. County Raceway
Palmdale, California
Don't Miss It !
Membership Not Required

| | |
|---|---|
| 8:00 AM | Parade Lap |
| 8:15 AM | 80cc - 60cc |
| 9:15 AM | Vintage/Decade |
| | Jr. Vets (+25) |
| 10:15 AM | Oldtimers |
| 11:15 AM | CRC Vets (+30) |
| | CRC Sr (+40) |
| 12:00 Noon | Parade Lap |
| 12:30 PM | Nov/Int/Pro |
| 1:30 PM | All Beg |
| 2:30 PM | Team Race |

EACH CLASS
RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS
Pee Wee's will run 2 Moto's on a separate track
Practice 9:00 AM 1st Race 10:00 AM
2nd Race 11:00 AM

No post entry penalty for 2nd class entered

| | |
|---|---|
| MAIL ENTRY | $20.00 |
| Non-Member | $25.00 |
| POST ENTRY | $25.00 |
| Non Member | $30.00 |

Mail entries and two (2) legal size self addressed , stamped envelopes (SASE)
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550

1992 CRC MEMBERSHIP AVAILABLE
For info call
(805) 272-8889


**WHAT'S YOUR PROBLEM?**
Tell it to the editor, write him a letter.


Budweiser
MOTORCYCLE SWAP MEET
Parts ◆ Accessories ◆ Apparel
OCTOBER 2 5-10 p.m.
O.C. Fairgrounds - Costa Mesa
Info (714) 364-2542
INTER·SHOWS



CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Sun., Oct. 4 MX Sunrise
Sun., Oct. 11 G.P. LA County Raceway
Sun., Oct. 18 MX Sunrise
Sun., Oct. 25 MX Glen Helen
Sun., Nov. 1 MX LA County Raceway
*Next Vintage Race
Sun., Oct. 11 G.P. LA County Raceway
*Open Practice
3 Tracks, Pee Wee - 60 & 80 - Motorcycles
4 p..m - 9 p.m. Every Wed. - LA County Raceway
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

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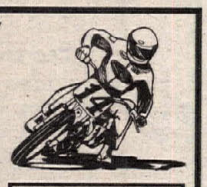
CI Racing

RM 80's
RM 125's
RM 250's
RMX 250's
DR's

**Cycle Imports** is now accepting resumes from riders of all skill levels for the 1993 Motocross Season. Deadline November 31, 1992

Send Resumes To:
CI Racing
2355 El Camino Real
Santa Clara, CA 95050
Attn. Sean Hummel Support Program Manager
More Info: (408) 246-0200

**Lembo Lake Park, Modena, NY**
**NEW YORK'S ONLY** AMA
**Saturday Night**
**Supercross & Short Track**
Admission $8.00 Kids Under 10 FREE
**Del-Ray Enterprises**
For More Info: (914) 427-2248



| Supercross Schedule |
|---|
| October 24 |
| Sign up 3:00-5:00 |
| Practice 4:00-5:30 |
| Heats 6:00 |
| Race 8:00 |

| Dirt Track Schedule |
|---|
| October 3 |
| October 10 |
| October 17 |
| *Old Timers & Vintage Night* |
| Sign up 3:00-5:00 |
| Practice 4:00-5:30 |
| Race 8:00 |



**District #37 Referee**
**Joe Ellis (619) 947-5477**
**Or For Race Info Only**
**(213) 376-1329**
On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Present of a parent or legal guardian is required for minors to race.

**Competition Schedule**

| Date | Club | Event |
|---|---|---|
| Oct. 4 | Prairie Dogs M/C<br>Location: Glen Helen<br>Info: Phil (714) 393-9404<br>Jim (714) 680-6456 | Gran Prix |
| Oct. 11 | Desert Foxes M/C<br>Location: Stoddard Wells<br>Info: Jack (714) 997-5595<br>Dana (714) 771-4785 | Hare Scrambles |
| Oct. 18 | Training Wheels M/C<br>Location: Red Mountain<br>Info: Rick (714) 845-9879<br>Mark (310) 830-9850 | Enduro |
| Oct. 25 | 100's M/C<br>Location: Lucerne Valley<br>Info: Jeff (714) 788-3674 | National Hare & Hound |
| Oct. 31/ Nov. 1 | Prospectors M/C<br>Location: California City<br>Info: Larry (310) 830-4025<br>Don (619) 243-4979 | Gran Prix |

**Road & Dual Sport Schedule**
**Info: (818) 249-2141**

| Date | Club | Event |
|---|---|---|
| Oct. 3 | SCMA-1000 Mile<br>Grand Tour - 2 Days<br>Location:<br>Info: (714) 338-6410 | Road |
| Oct. 25 | Trac A-Born in the USA - 1 Day<br>Location:<br>Info: (818) 303-4168 | Road |
| Oct. 25 | Elsinore Valley Touring Riders<br>Location:<br>Info: | Road |
| Oct. 4 | California Trail Rides<br>Cycle News Jamboree<br>Location: San Bernardino Mountains<br>Info: (714) 846-1241 | Dual Sport |
| Oct. 10 | Gold Coast<br>Location: Saugus National Forest<br>Info: | Dual Sport |



*Illinois Cross Country Championship*
OCTOBER 17th & 18th
**$1,000.00**
1st Overall M/C
**$2,000.00**
Total Cash Purse Expert M/C
100+ Miles of Trail
LONG ★ TOUGH
DEMANDING
Saturday - Mini/ATV/Vintage
Sunday - M/C
*Dirt Rider, Cycle USA and Cycle News coverage*
**Info (815) 778-3641**



ANNUAL
**IRONMAN SUPERCROSS**
**Saturday, October 10**
Warrior Motocross Park Warrior, AL

Schedule

| | | | |
|---|---|---|---|
| Gates Open | 2:30pm | Amateur Entry | $20.00 |
| Practice | 4:00pm | Pro Class Entry | $50.00 |
| Race | 6:00pm | 200% Payback | |

Admission
Adult $7.00
Under 6 Free with Adult

Motorcycles 4 Wheelers

For Information Call:
Gary Ross: (205) 841-7224 / (205) 841-7538
Track: (205) 647-0562
Rain or Shine Stadium Type Racing



**STARWEST SUPERCROSS PARK**
Lake Perris Fairgrounds
Moreno Valley California
**Sat., Oct. 3 - Starwest Sat. Nite MX**
**Sat., Oct. 10- Farmers Fair MX**
**Sat., Oct. 17 - Farmers Fair MX**
*No Membership Required - Pro Payback*
**Open Practice:** Every Tues. Day & Night, 9 a.m.-2 p.m., 4 p.m.-10p.m. / Every Saturday 8 a.m. - Noon
Sat. Nite SX Practice 4:30 p.m., Race 6:00 p.m.
New Pee Wee Track Available
Info Call: **714-855-2707**



**GLEN HELEN OHV PARK**

| | | Gates Open |
|---|---|---|
| Oct. 3, Sat. | Go Karts | 2:00 p.m. |
| Oct. 4, Sun. | G.P. Prairie Dog | 6:30 a.m. |
| Oct. 10, Sat. | Sand Drag | 6:30 a.m. |
| Oct. 17, Sat. | MX-CMC / Go Karts | 2:00 p.m. |

MX PRACTICE Mon. Night & Thursday
Gate opens Mon. 4:30 p.m.; Thurs. 8 a.m.
**INFO: (714) 384-9342**



**SRA GP** California Schedule

*Members* *Non Members*
**October 25** Carlsbad
**November 29** Glen Helen
**December 6** Carlsbad ✪ Toys For Tots
**Info (714) 957-2985**



**CMRA ANNOUNCES**
MOTORCYCLE ROADRACES
**Oct. 17th & 18th Texas World Speedway**
Sat., Oct. 17th 7 Hour Endurance
Sun., Oct. 18th 10 Lap Sprints
**INFO 713-342-9032**


# CALENDAR

CALIFORNIA MOTOCROSS
● Rojo Produ[illegible] CHANGE TO 10/10 [illegible]west SX Park, Moren[illegible]y. Info 714/855-2707.
CALIFORNIA MINI RACE
AMRRA 50cc Mini Road Race. Adams, Riverside. Info 714/548-8429.
CALIFORNIA ROAD RACE
AFM Series. Sears Point Raceway, Sonoma. Info 510/796-7005.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Los Gatos M.C. Hollister Hills SVRA, Hollister. Info 209/523-9230.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
● 10th Annual AMA/FL State MX C'ship Gold Cup Series/World Sports. MX of Marion County, Reddick. Info 813/894-0439 or 894-0539.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IDAHO MOTOCROSS
● Huetter MX Park, Coeur d'Alene. Info 208/773-2956 or 667-8515.
ILLINOIS MOTOCROSS
AMA/D-17. Bloomington-Normal M.C., Wapella. Info 217/445-2536.
INDIANA MOTOCROSS
● AMA/D-15. Hoosier Hilltoppers M.C., Uniontown. Info 812/522-1522.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
Fall Series. Rough Country MX, Henderson. Info 502/521-7884.
MARYLAND HARE SCRAMBLES
AMA/D-7. Whiskey Ridge Cross Country GP. Woodland Farms, Sharpsburg. Info 301/432-8500.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Tri State Turkey Run, Winchendon. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MEXICO GRAND PRIX
Too Much Fun Promotions/La Playa MX GP. Cantamar Dunes, Rosarito Beach, B.C. Info 619/942-0640.
MICHIGAN GRAND PRIX
MRA. 8th Annual Milan Cycle City GP. Milan Cycle City, Milan. Info 313/289-2100.
MICHIGAN TRIALS
AMA/MOTA/East Side Comp. Riders. Observed Trials. Richmond. Info 313/852-3759.
MISSOURI HARE SCRAMBLES
● AMA Nat'l C'ship Hare Scrambles Series. Kahoka. Info 515/965-9051.
MISSOURI MOTOCROSS
MXP Series. Finger Lakes State Park, Columbia. Info 314/474-2444.
NEVADA MOTOCROSS
Northern NV Dealer Challenge. Silver State MX, Carson City. Info 702/267-4392.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Diamondback MX, Modena. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
NY State C'ship Series. Mapledale. Info 315/839-5637 or 895-7654.
NEW YORK HARE SCRAMBLE
NETRA C'ship Series. Catra II, Fishouse. Info 203/875-5757.
NEW YORK SHORT TRACK
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK MOTOCROSS
Royal Mountain Ski Area, Canoga Lake. Info 518/835-6445.
NEW YORK MOTOCROSS
● D-34. Diamondback MX, Modena. Info 914/565-3651.
OHIO HILLCLIMB
● AMA Nat'l C'ship Series. Oregonia. Info 513/263-9321.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
2-Man, 4-Hr. Team H.S. Western Reserve M.C., Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OREGON GRAND PRIX
MXNW/Mt. Scott Dick Jagow GP. Portland Int'l Raceway, Portland. Info 503/620-1020.
OREGON SUPERCROSS
● CMC. Albany SX, Albany. Info 503/928-4474.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA TRIALS
Mid-Atlantic Vintage Trials Series. Toughkenamon. Info 410/775-7209.
PENNSYLVANIA MOTOCROSS
AMA/D-5. PA State C'ship. Brownsville-Luzerne Park, Brownsville. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TEXAS CROSS COUNTRY
TX Cross Country Racing Assn. Sandhill, Gholson. Info 214/790-1221.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
VIRGINIA MOTOCROSS
AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
VIRGINIA DUAL SPORT
Northern VA Trail Riders. Twin Lakes Campground, Kings Crossing. Info 703/339-5131.
WISCONSIN MOTOCROSS
AMA. Aztalan Cycle Clubgrounds, Lake Mills. Info 414/478-2384.

## October 16

CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
TEXAS HALF MILE
● AMA. Lone Star Speedway, Kilgore. Info 214/216-5520.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

## October 16-18

CALIFORNIA ROAD RACE
WSMC, Willow Springs International Raceway, Rosamond. Info 805/256-1234.

## October 17

ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SUPERCROSS
GFI/HSY Promotions. Kings Speedway, Hanford. Info 209/582-6716.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA TT
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA SHOW/ POKER RUN
Selma Hospital Foundation Caravan for Life. Selma. Info 209/896-3483.
CALIFORNIA YSR RACE
YSR 50 Mini Sport Bike Road Race/Capitol Yamaha/Rattlesnake Race Park. Prairie City OHV Park, Sacramento. Info 916/537-7141.
DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport Inc. Seaford Speedwaya, Seaford. Info 302/335-4386.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937 or 706/259-5187.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MASSACHUSETTS ENDURO
NETRA C'ship Jr Enduro Series. Great Cape Escape Jr., Bourne. Info 203/875-5757.
MEXICO GRAND PRIX
Grans Prix de Baja Series. Ensenada GP, Ensenada, B.C. Info 818/340-5750 or 992-6355.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NEW YORK SHORT TRACK
AMA/D-34/Del Ray Enterprises, Inc. Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Vinton County Fairgrounds, MArthur. Info 614/596-2057.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 791-8970.
OREGON SHORT TRACK/TT
● Diamond Raceway, Roseburg. Info 503/673-2776.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS HALF MILE
● AMA 600 Pro/Am Nat'l Half Mile D.T. Devils Bowl Speedway, Dallas. Info 214/216-5520.

## October 17-18

INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, N. Webster. Info 219/594-2649.
INDIANA HILLCLIMB
Hoosier Hillclimbers, Metamora. Info 317/861-6798.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.
TEXAS ROAD RACE
CMRA 7-Hr. Endurance/10-Lap Sprints. Texas World Speedway, College Station. Info 713/342-9032 or 423-8736.
UTAH ROAD RACE
Utah Sport Bike Assoc. Bonneville Raceway, Salt Lake City. Info 801/973-4445 or 264-9403.
WASHINGTON MOTOCROSS
● Pacific Coast Grand C'ship. Woodland MX, Woodland. Info 503/667-5701.

## October 18

ARKANSAS HARE SCRAMBLES
Gorman Smith Promotions. Durham. Info 501/751-6009.
CALIFORNIA MOTOCROSS
● CMC Fall Finale. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● GFI Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA SHORT TRACK
● AMA/D-36/GFI North. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200
CALIFORNIA MOTOCROSS
● Rojo Produ[illegible] CHANGE TO 10/11 [illegible]tarwest Supercross P[illegible]reno Valley. Info 714/855-2707.
CALIFORNIA VINTAGE MX
AHRMA West Regional Series. L.A. County Raceway, Palmdale. Info 714/897-8265.
CALIFORNIA DUAL SPORT
D-37. USA Dual Sport. Saugus to Gorman. Info 818/761-7170.
CALIFORNIA MINI RACE
CMMC. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA MOTOCROSS
GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA MOTOCROSS
AMA/D-36/Boss MX. Argyll Park, Dixon. Info 510/623-9871.
FLORIDA MOTOCROSS
● 10th Annual AMA/FL State MX C'ship Gold Cup Series/WorldSports. Florida Motorsports Complex, Ocala. Info 813/894-0439 or 894-0539.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS SWAP MEET
J & P Promotions. 11th Annual Parts Extravaganza & Ride-In Bike Show. Will County Fairgrounds, Peotone. Info 319/462-6011.
ILLINOIS SCRAMBLECROSS
● AMA/D-18. Belleville Enduro Team, Belleville. Info 618/277-DIRT.
INDIANA HARE SCRAMBLE
J & S Racing, Inc. Tennyson. Info 812/897-0629.
IOWA MOTOCROSS
Owyhee M.C., Boise. Info 208/939-0815.
KANSAS MOTOCROSS
● KORR C'ship Series. Fall Classic. Green Acres Raceway, Marion. Info 316/382-2915.
KENTUCKY HARE SCRAMBLES
2-Man H.S. Eagle Creek M/C Park, Owenton. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
Apex Valley Raceway, White Plains. Info 502/886-8564.

MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Great Cape Escape, Bourne. Info 203/875-5757.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Wachusett Ramble, Berlin. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MISSISSIPPI MOTOCROSS
TMP Racing. Thomaston. Info 601/289-2090.
NEVADA MOTOCROSS
Northern NV Dealer Challenge. Fernley. Info 702/267-4392.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info 908/752-7305.
NEW MEXICO MOTOCROSS
Southwest NM MX Series. Truth or Consequences. Info 505/894-9817.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Tri-State Challenge. Walden Playboys, Walkill. Info 518/828-6149.
NEW YORK SHORT TRACK
AMA/D-34/Del Ray Enterprises, Inc. Modena. Info 914/427-2248.
NEW YORK SHORT TRACK
• AMA. Electric City Riders M.C., Schenectady. Info 518/372-1526 or 374-7979.
NEW YORK MOTOCROSS
AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NORTH CAROLINA HARE SCRAMBLES/
MOTOCROSS
NCHSA. Wilkes County MX Park, Lenoir. Info 704/483-4394.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OHIO HARE SCRAMBLE
CRA. Amherst M.C., Amherst. Info 216/988-9100.
OHIO MOTOCROSS
CRA. Malvern Motosport Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO HARE SCRAMBLE
Athens M.C., Athens. Info 614/592-1692.
OKLAHOMA MOTOCROSS
Holiday Inn Classic. Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA MOTOCROSS
OCCRA/RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221--1487.
OREGON MOTOCROSS
• CMC/Cycle Sports Concepts. Eugene MX, Eugene. Info 503/484-5217.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.
TENNESSEE MOTOCROSS
AMA/Victory Sports. Tri-State C'ship Series. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TEXAS HARE SCRAMBLE
TX C'ship H.S. Series/DBSA. New Berlin. Info 512/545-4892.
TEXAS HALF MILE/RALLY
• AMA. Devils Bowl Speedway, Dallas. Info 214/216-5520.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Peninsula 100 Classic, Newport News. Info 804/255-4620 or 877-0836.
WASHINGTON GRAND PRIX
NMA Off Road Series/Seafair City M.C. White Knuckle GP, Olympia. Info 206/868-5850.
WEST VIRGINIA CROSS COUNTRY
• AMA Wiseco/Yamaha/Yokohama Grand Nat'l C.C. Series. Forest Festival GNCC, Elkins. Info 304/594-1157.

## October 23

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

## October 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
• Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
DELAWARE SHORT TRACK
• DE Motor Sport, Inc. Race of Champions. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/397-2937.
INDIANA MOTOCROSS/
GRAND PRIX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, N. Webster. Info 219/594-2649.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
TENNESSEE ARENACROSS
Annual TN State AX C'ship Series. Henry County Fairgrounds, Paris. Info 901/642-0511.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.
WISCONSIN TRIALS
WOTA Series. Plus Year End Awards Banquet. Hixton. Info 608/798-2168.

## October 24-25

CALIFORNIA HILLCLIMB
North American Hillclimb Assn. Carnegie SVRA, Tracy. Info 510/455-1318.
GEORGIA TRIALS
AHRMA/STRA. Sat. AHRMA Vintage Wendy's Birthday Trials. Sun. Modern M/C Trials. Newnan. Info 404/463-4390 or 251-6787.
INDIANA MOTOCROSS
Haspin Acres Notor Sports Park, Laurel. Info513/772-2803 or 661-8954.
MICHIGAN MOTOCROSS
• AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.
OREGON SHORT TRACK/TT
• High Point Series. Diamond Raceway, Roseburg. Info 503/673-2776.
OREGON CROSS COUNTRY
OMRA/LOBOS. Team Race/Iron Man. Bend. Info 503/656-5801.
TENNESSEE MOTOCROSS
• Honda Top gun Showdown. Muddy Creek Raceway, Blountville. Info 615/323-5497.
WISCONSIN MOTOCROSS
Great Lakes MX, Union Grove. Info 414/878-3783 or 462-5520.

# FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) (  ) _____

Your name: _____

**WANT TO GO RACING!? CHECK THE CYCLE NEWS CALENDAR SECTION.**

GFI RACING (714) 788-5853

| | | |
|---|---|---|
| Sat., Oct. 3 | GFI Super Sat. Morn. MX | Perris Raceway |
| Sun., Oct. 4 | Fall Series Warm-Up | Perris Raceway |
| Sat., Oct. 10 | GFI Super Sat. Morn. MX | Perris Raceway |
| Sun., Oct 11 | GFI Fall Series Round 1 | Perris Raceway |
| Sat., Oct. 17 | "No Race" | |
| Sun., Oct. 18 | GFI Fall Series Round 2 | Perris Raceway |

A RIDER FOR THE RIDERS

Old Timers MX Association Race Schedule

| | | |
|---|---|---|
| Sat., Oct. 3 | Perris | GFI MX |
| Sun., Oct. 11 | L.A.C.R. | CRC G.P. |
| Sun., Oct. 18 | Sunrise | CRC MX |

For Information Call (714) 633-9503

RACING ENTERPRISES
INFO 619-484-1441

| | | |
|---|---|---|
| Saturday, Oct. 3rd | MX | Carlsbad |
| Saturday, Oct. 10th | MX | Carlsbad |
| Saturday, Oct. 17th | MX | Carlsbad |

WSM WILLOW SPRINGS MOTORCYCLE CLUB
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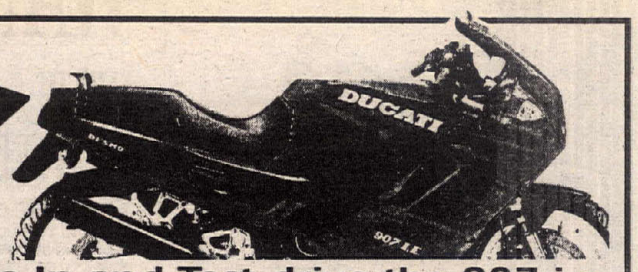


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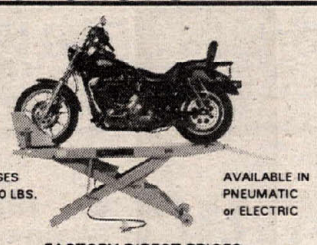
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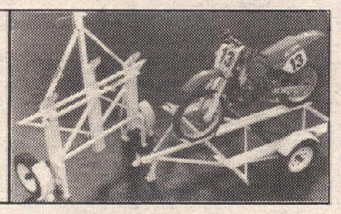

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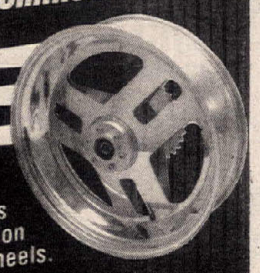

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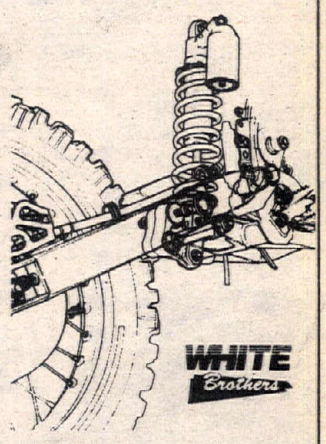

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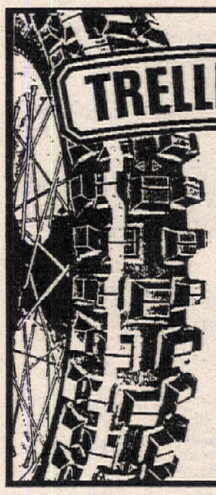

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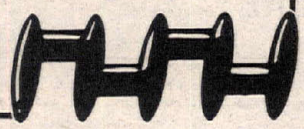

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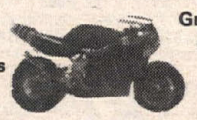

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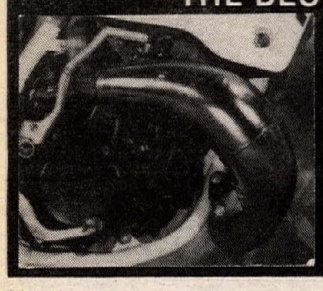

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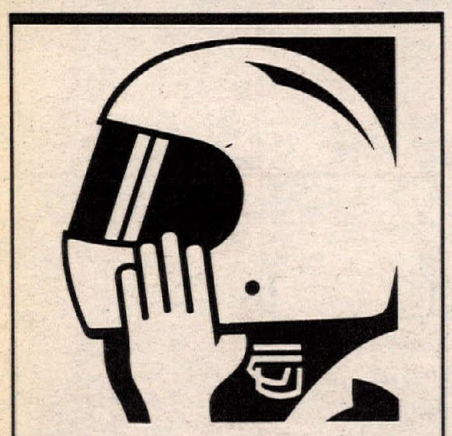

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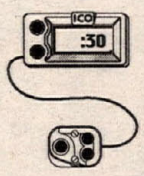

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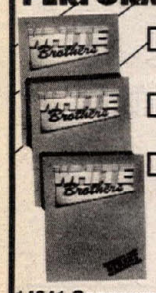

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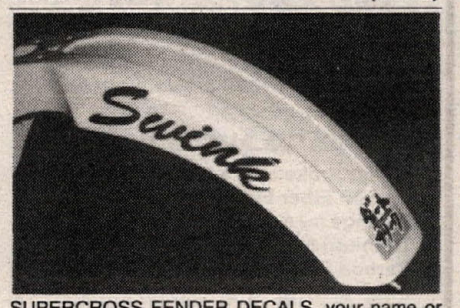


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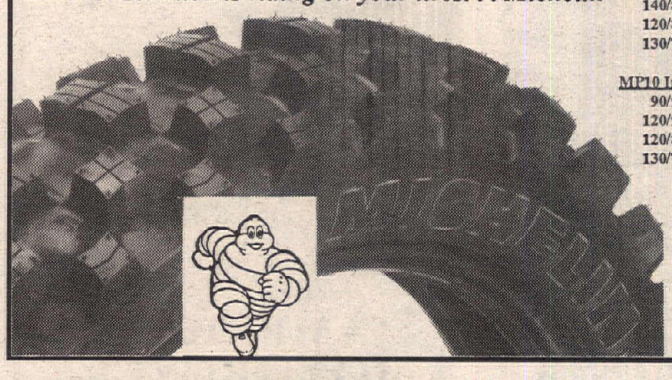

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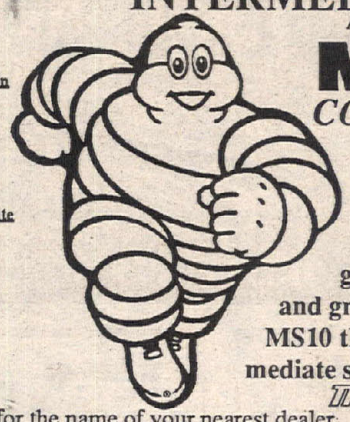

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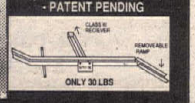


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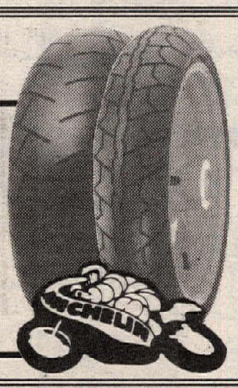

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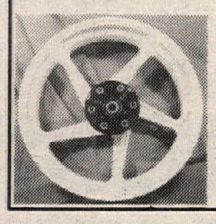

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24 HR FAX Order line (charge orders only please) (310) 427-6685

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Address _____

City _____ State _____ Zip _____

Phone ( ) _____

Payment method: ☐ Check or ☐ Money Order, (sorry, no CODs)
Charge my ☐ VISA ☐ Mastercard ($5.00 minimum for charge orders)

Cardholder's Name _____

Credit Card # _____ Exp. Date _____

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| ___ | Isle of Man at $99.00 | ___ |
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| ___ | CN Binder at $16.95 ea., 2 for $30.00 | ___ |
| ___ | Cycle News Stickers at 2 for $1.00 | ___ |

| Qty. | Description | Amount |
|---|---|---|
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| | (Size: M ___ L ___ XL ___ XXL ___ ) | |
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| | (Size: M ___ L ___ XL ___ XXL ___ ) | |
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| | Order Total | ___ |


# RESULTS

## Motocross
## Burleson MX Pk
## Burleson, TX
## Sept. 13
## By Kat Spann

50
Jacob Czajkowski Yam
Christy Czajkowski Yam
Cody Dickey Yam
Veronica Schultz Yam
Wesley Howard Yam
60
Dusty Fountain Kaw
Joshua Bridges Kaw
Mark Thompson Kaw
Chase Reed Kaw
Douglas McCumsey Kaw
80 BEG
Danell Patton Kaw
Barry Otts Yam
Mike Wright Suz
Cody Robinson Yam
Camilo Marquez Kaw
80 NOV
Chris Torrance Kaw
Jason Eckhoff Kaw
Jesus Marquez Kaw
Shawn Smith Hon
Jay Grimm Suz
80 INT
Charley Bogard Suz
80 OPEN
Charley Bogard Suz
Jason Eckhoff Kaw
Chris Torrance Kaw
Jesus Marquez Kaw
Shawn Smith Hon
125 BEG
Justin Stewart Kaw
Tommy Dickey Yam
Robby Wood Suz
Brad Gingrey Kaw
Danny Childres Kaw
125 NOV
Brian Knopf Yam
Kris Neubauer Suz
Bill Albany Hon
Karl Gauldock Kaw
Stephen Nowak Hon
125 INT
Mike Boliver Kaw
Brad Woolsey Kaw
Dennis Bonner Kaw
Scotty Rice Kaw
Scott Amaral Kaw
125 OPEN
Bob Abbott Hon
Michael Bartlett Hon
Brian Knopf Yam
125 EX
Matt Goleman Suz
250 OPEN/BEG
Shadel Bowers Kaw
Tommy Dickey Yam
Jeff Cope Suz
Bryan Tompkins Hon
Remas Cope Kaw
250 NOV
Jeff Case Hon
Billy Edwards Hon
Karl Gauldock Kaw
Thomas McLaughlin Hon
Robbie Davis Suz
250 INT
Chris Daubitz Kaw
Jeremy Meulman Kaw
Sprint Haynes Suz
Brad Woolsey Kaw
Mike Boliver Kaw
250 OPEN
Jeremy Meulman Kaw
Chris Daubitz Kaw
Cody Wilks Kaw
OPEN 500
Shane Edwards Kaw
James Stubblefield Hus
0/25 NOV
Dwayne Donahoe Hon
Jeff Haneyy Hon
John Lincoln Kaw
Bill Tichenor Kaw
Greg Shedd Kaw
0/25 EX
Jerry Joiner Hon
0/30 NOV
Cliff Rigby Hon
Steve McCombs Kaw
John Bass Yam
Steve Buster Kaw
Dave Allard Yam
0/30 INT
Troy Rogers Hon
Chris Blackman Yam
Jeff Haney Hon
Jerry Hill Suz
0/30 EX
Billy Smith Hon
Jerry Joiner Hon

## Motocross
## Wilkes County MX Pk
## Wilkesboro, NC
## Sept. 12
## By Tamara Presnell

P/W
Matt Miller Hon
Gator Lankford Yam
60
Scott Smith Kaw
JR MINI
Scott Smith Kaw
Matthew Vandett Hon
SR MINI
Adam Southwell Hon
Jonathan Shanewolf Hon
Johnny Moss Hon
SCHBY
John West Hon
Jamie Shell Yam
Jonathan Shanewolf Hon
Johnny Moss Hon
125 NOV
Clay Hardin Hon
Monty Meadlock Hon
Brian Craig Kaw
Wayne Deal Hon
James Wright Kaw
125 B
John Sharpe Hon
250 NOV
David Shuggart Yam
250 C
Cameron Shuggart Yam
Mitchg Libra Yam
Bobby Russell Hon
Steve Tolbert Hon
Jimmy Martin Yam
250 PRO
Richie Clippard Hon
OPEN
Monty Meadlock Hon
John Sharpe Hon

## Enduro
## Clear Cut Enduro
## Freemont, MI
## Sept. 13
## By Chuck Barth

O/A
Alan Randt KTM
AA HI-PT
Pat Waldie Hon
A HI-PT
Aaron Barth KTM
B HI-PT
Bob Bessey KTM
C HI-PT
Hal Collins Kaw
AA EX
Kevin Vollmar
Jeff Fredette
Scott Bassett
Steve MacLean
A 200
Robert Cook
Jeff Hunt
Ken Daugherty
Brad Lowe
Jeff Bromley
A 250
Larry Bergquist
Scott Eldred
Niel Scharphorn
Lynn Lohman
Rob Howery
A OPEN
Duane Eller
Brett McCoy
Todd Weaver
Dan Hoeksema
A VET
John Love
F. Fischmeister
Tim Fowler
Greg Clark
Don Danford
A SR
Frank Phillips
John Hoffmann
Bob Kau
John Bombyk
Chuck Woods
S/SR
Harold Hall
Per Lillemoen
C. Scharphorn
Mike Olmstead
George Canfield
B 125
Terry Frank
Roger Steves
Clint Southworth
Bruce Holcomb
B 200
Anthony Hetah
Terry Wilton
Brian McMahan
Patrick Ruddy
Robert Kemp
B 250
Chris Murphy
Brian Southworth
Kim Mahnke
Dave Boomer
Jeff Evans
B OPEN
Bob Bessey
Kirk Tolly
George Yong
Wes Habernehl
Richard Kaln
B SR
Frank Abney
Ken Eddy
Don Trucks
Tim Mackey
Joe Daugherty
B 4-STRK
Mike Woodruff
Jerry Pekel
Gene Bechtel
Mike Wilkinson
B VET
Leo Schwab
Larry Hazelton
Dan LaValley
Robert Evans
Bob Reamer
C 200
Hal Collins
Len Austin
Jerry Hintz
Tom Suchodolski
Fred Briggs
C 250
Derek Alberson
Rob Crummel
Rich Helgesen
Norm Parmenter
Terry Trout
C OPEN
Doug Strange
Scott Trucks
Darren Blades
James Payne
Imre Simon
A TEAMS
Cheez Heads
Devastation
Peacock
Hooters
B TEAMS
Bentwheels
Bentley Boys
MC Supply
Ray C's
Ram Racing

## Motocross
## Mustang Acres
## Brighton, MI
## Sept. 12
## By Jan Darden

50
Jerod Whipple Itj
Cory McDermitt Yam
Robby Wheeler Yam
Corey Paulsell Yam
Nicholas Adams Yam
60
Joshua Woods Kaw
Joseph Kersanty Kaw
Jeremiah Badgley Yam
Robby Wheeler Kaw
Jerod Whipple Kaw
7-11
Nicholas Wey Kaw
Randy Valade Suz
Joshua Woods Yam
Jason McDonald Hon
Randy Doviak Suz
12-15
Chris Beckington Suz
Steven Sweet Kaw
Jason Beckington Suz
Ryan Hartwig Kaw
Chris Huss Hon
80 C
Jeremy Booker Kaw
Brian Kobi Suz
Michael Pfluke Yam
Ryan Zawrothy Kaw
Rob Zohn Hon
125 JR
Matt Maximoff Suz
Chad Miller Hon
J.D. Collins Kaw
Jason Grobbel Yam
Ryan Valade Suz
30+
Max Marsh Hon
David Bowman Suz
James Dlabal Hon
Kenneth Petrillo Hon
Jim Marsack Suz
40+
Randy Stephenson Hon
Thomas Jankowski Yam
Robert Chapman Hon
Dan Valle Suz
Donald Wire Hon
50+
Richard Schank Yam
Edward Hieftje Hon
William Foster Kaw
Owen Hutchins Suz
16-24
Dave Karte Suz
Jay Hoffman Hon
Scot Poland Hon
Mike Trumbower Hon
Curtis McConnell Kaw
25+
Sanford Buchalter Kaw
Scott Bodjack Hon
Rich Machniak Kaw
Robert Schulte Kaw
David Beatty Suz
125 A
Chad Miller Hon
Jay Hoffman Hon
James Herring Hon
Tom Gilliam Suz
David Beatty Suz
125 B
Matt Maximoff Suz
J.D. Collins Kaw
David Harvath Hon
Jonas Wildman Suz
Travis Petersen Suz
125 C
Bradley Lemerand Suz
Thomas Zienlinski Kaw
Dan Halkey Suz
Bob Foster Yam
Jeffrey Vernon Kaw
250/OPEN A
Brad Kress Hon
Aaron Smith Yam
Chuck McConnell Hon
Gregg Dalman Yam
Robert Schulte Kaw
250/OPEN B
Sean Collard Hon
Joshua Norris Hon
Victor Edgar Suz
Clark Olrich Kaw
Mike McGill Hon
250/OPEN C
Edward Leich Hon
Mike Trumbower Hon
Chris Norton Hon
Steve Morris Hon
John Wing Suz

## Motocross
## Mustang Acres
## Brighton, MI
## Sept. 13
## By Jan Darden

50
Cory McDermitt Yam
Jerod Whipple Itj
Corey Paulsell Yam
Robby Wheeler Yam
Nicholas Adams Yam
60
Joshua Woods Kaw
Joe Kersanty Kaw
Jeremiah Badgley Yam
Jerod Whipple Kaw
Robby Wheeler Kaw
7-11
Nicholas Wey Kaw
Joshua Woods Yam
Joshua Long Suz
Randy Doviak Suz
Chris Considine Kaw
12-15
Chris Beckington Suz
Steven Sweet Kaw
Jason Beckington Suz
Nathan Miller Hon
Tom Barron Suz
80 C
Jeremy Booker Kaw
Randil Hughes Suz
Kenneth Goire Kaw
Brian Kobi Suz
Wayne Kingman Suz
125 JR
Matt Maximoff Suz
J.D. Collins Kaw
Chad Miller Hon
Ryan Valade Suz
Justin Smith Hon
30+ D-1
Craig Pickett Hon
Max Marsh Ho
Brian Evans Yam
James Dlabal Hon
Kenneth Petrillo Hon
30+ D-2
Kip Bigelow Kaw
Gary Seibert Kaw
David Bowman Suz
James LaPaugh Yam
Andrew Kimball Hon
40+
Randy Stephenson Hon
Frank Helms Hon
Thomas Jankowski Yam
Dave Curry Kaw
Howard DuRussel Yam
50+
Shel Dexter Yam
Richard Schank Yam
Fred Klipple Hon
Ed Hieftje Hon
Robert Melson Suz
16-24
Kirt Deboer Suz
Howard DuRussell Suz
Allen Wood Suz
Mike Shinabager Hon
Marty O'Hara Hon
25+
Sanford Buchalter Kaw
Jeff Himanek Suz
Robert Merlington Hon
Robert Schulte Kaw
Rich Machniak Kaw
125 A
Chad Miller Hon
Brad Kress Hon
Keith Pagel Suz
Greg Simpson Suz
Jeff Curry Kaw
125 B
Matt Maximoff Suz
Marc Decubber Kaw
Lee Anderson Kaw
J.D. Collins Kaw
David Horvath Hon
125 C
Tom Zielinksi Kaw
Bradley Lemerand Suz
Rob Karte Hon
Mike Miotke Suz
Ron Clapp Hon
250/OPEN A
Jeff Curry Kaw
Mike Himanek Hon
Robert Shulte Kaw
Gregg Dalman Yam
Aaron Smith Yam
250/OPEN B
Mark Zukowski Kaw
Marty Schrauben Yam
Victor Edgar Suz
Jon Stricker Hon
Joe Sumbera Suz
250/OPEN C
Edward Leick Hon
Mark Smith Yam
Steve Morris Hon
Andreas Hornsteiner Kaw
Mark Johnson Hon

# WANT ADS

## GENERAL MERCHANDISE

*Continued from pg 72*

### House To Share - W. Covina
With motorcyclist, safe quiet neighborhood, male/female, non-smoker. Nice house, many benefits. Appro. $500/mo. includes utilities. Ask for Mike Fitzgerald. (310) 949-5451. CA. (339-40)

1989 DUCATI 851, rare European model, single seat, carbon fiber fenders, 888 exhaust, +5 chip, GP Brembo controls, Ohlins shock, much more, CA. licensed, immaculate, only $9,995. (818) 952-1827. CA. (339)

### '88 XR 600
Clean, fresh motor, Scotts susp. $1,695/obo. Nights (818) 957-6467, days (818) 956-8592. CA. (339-40)

### 1987 Cagiva Elefant
Lucky explorer edition, frame mounted fairing, 750cc, all original, very low mileage, like new condition, $4,550. (904) 760-1290. FL. (339)

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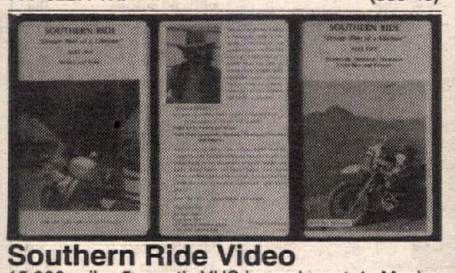
Fresh engine, '91 undercut transmission, Fox, Progressive, VH pipe, new paint, Beasley glass, Metzelers, SS lines, many spares, $3,200. (216) 357-6644. OH. (339)

### Trailer
20 ft. Pro Trac Trailer, a/c, toilet, sink, lots of cabinet space, plenty of room for bikes, $4,500/obo. (713) 777-0227. TX. (339-40)



### Southern Ride Video
15,000 mile, 5 month VHS journal, part 1, Mexico and Belize, part 2 Guatemala, Honduras, Nicaragua, Costa Rica and Panama. Each video 105 minutes $39.95pp or $75 for both. Immediate shipment. Jon Saltzman, P.O. Box 578, Mt. Vernon, IN 47620. (812) 838-6704. IN. (339-42/P)

PRO CIRCUIT PIPE, silencer for 1991 KX 250, excellent condition, $90. (310) 925-9075. CA. (139)

PARTING 1990 FZR1000, have everything, also engine parts for 1000, '91 600 and '89 400. '90 ZX7 forks, rotors, swingarm, radiator and oil cooler, gauges and misc. brackets. (717) 238-7934. PA. (339-41/EOI)

### 1987 CBRF Hurricane
Excellent condition, race or street, 49 state, everything done, $4,800. (707) 422-6841. CA. (339-40)

### Harley Davidson Daytona
#875, show room condition, extended warranty, extras, 1,200 miles, rare collectors piece, $13,900. (215) 825-2277. PA. (337-39/EOI)

### '90 ATK 406 6 Spd. Still New
Ridden twice, never dropped, 3.5 gal tank, s/plate, k/stand, 2 mufflers, more, $2,700/obo. (818) 357-7372. CA. (339-40)

### Rotax
Lillie frame, stainless oversize valves, Megacycle, Wood-Rotax, Wiseco, fresh engine, $4,000. (404) 593-1913 or (404) 482-4268. GA. (139-40)

### Race Van Accessories
Recaro electric seats $350. 12 volt refrigerator $200 with freezer. Trailer flatbed can haul two bikes $150. (714) 894-2948. CA. (339)

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Perfecto condition, Corbin seat, euro lights, staintunes miller carb, $4,500. (313) 329-9070 or (313) 324-2573. MI. (339)

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### 1990 Muzzy ZX7
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### Dyno Port Mx Pipes Nickel
Or factory finish, torq or mid, top. (315) 253-9631. NY. (239/P)

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Ed Co. head, Carillo, Dellorto, new paint, clean, fast, Grimeca, S&W fresh motor, $2,100. Yam YZ80 Boss frame, spool wheels, clean, $650. 1989 KX80 like new $1,000. (318) 893-6534.agter 6 p.m. LA. (139-40)

1987 TZ250, MARVICS, Magneto, 37mm Keihins, Sugo-kit, much more, tons of spares for sale too, $4,000, offer. (315) 343-6456. NY. (139)

WANTED: FONTANA FRONT BRAKE for road race Harley XR. Evenings (216) 428-1824. OH. (139-40)

### Rare 1100R Kawasaki
1984 Lawson replica bike. Only 500 made. Sold in Canada only. Very good shape. $3,500/obo. Call (802) 479-1942 or (802) 426-3318. VT. (139-40)

### '90 FZR-600
Excellent condition, Fox, Progressive, Wiseco, Dynojet, Beasley, V&H, many extras including spare frame. Low time on top end. Evenings (504) 665-7130. LA. (139-40)

1979 390 HUSKY, clean condition, runs great, fast, $350. (714) 767-0970. CA. (139)

### 1991 Team Green KX 250
The bike Brett Howell earned his number one plate with. I know big deal! But it's in excellent condition, LR products, shock fin, rear brake resivoir, 18" rear wheel, IMS desert tank, S.A. pro spark arrestor. Some extras! $2,400/obo. (805) 948-3707 or (619) 948-4784. CA. (139)

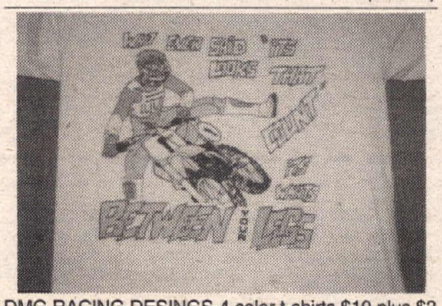
### '82 Eddie Lawson Replica
5,000 miles, Dymags, Dunlop radials, Fox shocks, Performance Machine brakes, $9,000/obo. Call anytime. (509) 735-0816. WA. (138-39/P)

PARTS, PARTS! '92 CBR600F2, some perfect condition, parting, wiring harness, coils, stock carbs., air box, swingarm with stock shock, front and rear brakes complete, other misc. '89 FZR600 rear brakes complete, fuel pump, seats, gas tank, side covers, crank, other misc. '90 GSX750 Katana complete red set body work with tank and windscreen, perfect condition, $500; complete front end, front wheel with rotors, stock pipe, instruments, lights, seat, brakes, misc. Tim (818) 362-8161. CA. (339-40)

### Parting Out '91 KLR650 Kaw.
Must sell everything, except engine, frame and swingarm. Have all parts (317) 839-2391 or (317) 745-0211, leave message. IN. (239)

### 1990 BMW K1/R100GSPD
Red/yellow, never titled or city registered. 38 miles. Not perfect condition but real close. Must sell, make offer. R100GS and R100GS/PD also available. Call Paul or Mark (617) 648-1300. MA. (239-42)

1985 JAPANESE MODEL KR250S, blue/white, 4,600 km, Calif. title, perfect, $5,800. KAWASAKI YAMAHA OF VENTURA. (805) 653-5884. CA. (239-40)



DMG RACING DESINGS-4 color t-shirts $10 plus $3 s/h. Send check or money order to 4092 N. Chestnut Diagnol #125, Fresno, CA 93726. Special prices for dealers (resale). (209) 291-8999. CA. (339/P)

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Under 5,000 actual miles. Perfectly complete and original, dealer owned since new, $4,595. *Also available spare fairing and right side exhaust system. (714) 894-2948. CA. (339)

### Honda 600 F2 Race Bike
Honda F2 Supersport race bike only 4 races on Two Brothers, Mike Velasco built motor! Ohlins, dampner, clip-ons, etc, All Two Brothers stuff. Northstar quick disconnect bodywork, with spares and front & rear stands, can deliver anywhere in U.S. Priced to sell $4,500. (310) 498-2546. CA. (339)

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1990 FZR-600 & 1000 PARTS. *600 wheels, rotors, generator, engine covers, transmission, controls, lights, coils. *1000 rear wheel, calipers, cylinders, head, crankshaft, generator, controls, electrics. Call Dave (914) 623-5446. NY. (339)

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**Barum TIRES** — Motocross, Enduro

*Barum is back with a new line!*

Barum is back with Barum Buck$...Order a set of Barum tires for your bike and finish any race in the top 5 and get $5.00 off each tire purchased. The rider of each class with the most points receives full Barum sponsorship for next year!

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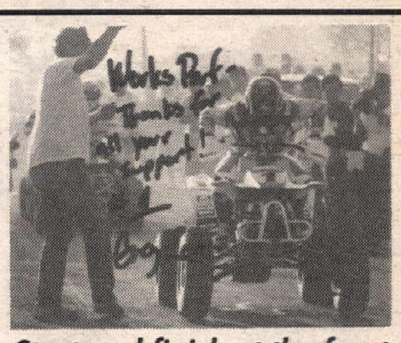

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# CAMEL

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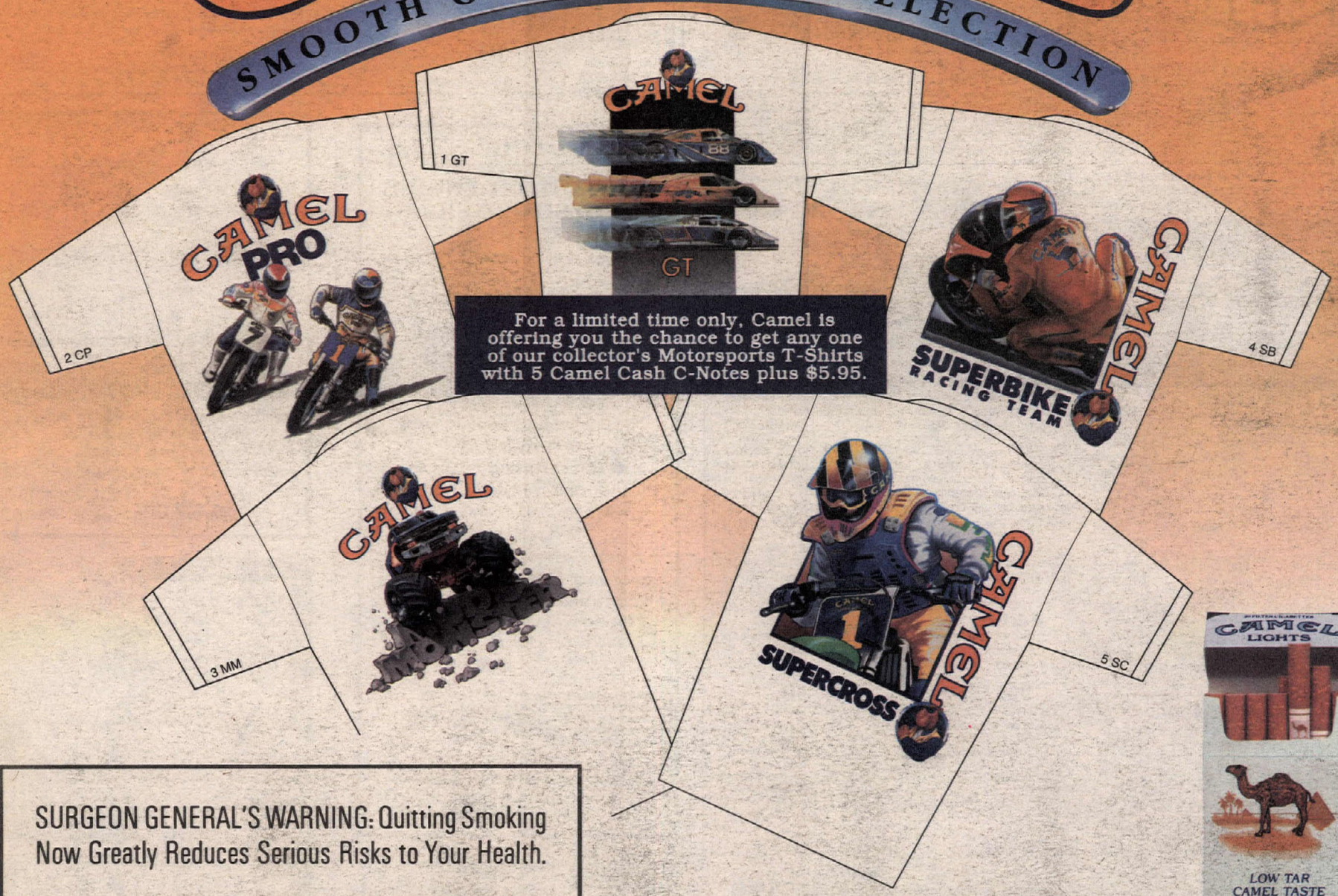


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**OFFER RESTRICTED TO SMOKERS 21 YEARS OF AGE OR OLDER.**

Print Name _____ SEX: ☐ M ☐ F
First Middle Last

Street* _____ Apt. # _____

City _____ State _____ ZIP _____

*Please include your exact street address. UPS cannot deliver to P.O. Boxes.

What brand of cigarettes do you usually smoke? _____

(check one) [ ]Non-Menthol [ ] Menthol

Do you usually smoke: (check one)

☐Full Flavor ☐Medium ☐Lights ☐Mild ☐Ultra Lights ☐None

(check one) ☐King ☐100 mm ☐120 mm

(check one) ☐Soft Pack ☐Box

How do you purchase your cigarettes?
☐Usually buy packs ☐Usually buy cartons

Besides your usual, what other brand do you buy? _____

Of the last 10 times you bought cigarettes, how many times did you buy Camel? _____

Do you attend any of the following (check any of the appropriate boxes)?

Camel Supercross☐ Camel Mud & Monster☐ Camel Pro☐ Camel GT☐

What is your birthdate? (required) ___/___/___ (month) (day) (year) Today's Date: ___/___/___ (month) (day) (year)

**I certify that I am a smoker, that I am 21 years of age or older, and that I want to receive free cigarettes, coupons, premiums or offers in the mail.** I understand that giving false information in order to accept these offers may constitute a violation of law.

Signature (required) _____
First Middle Initial Last

**Offer restricted to smokers 21 years of age or older.** All promotional costs paid by manufacturer. **Consumer must pay postage on mail-in offer request.** No facsimiles or copies of order form or Camel Cash C-Notes accepted. Not responsible for lost, damaged, or misdirected mail. Offer limited to twenty T-Shirts per address. Requests from groups or organizations will not be honored. Additional order forms are not available upon request. Order must be postmarked by December 31, 1992. Allow 12 weeks for shipment. Offer good only in U.S.A. Offer void where restricted or prohibited by law. **Offer good while supplies last. Supplies are limited, so act quickly.** RJRT has the right to substitute within planned quantities an item of equal or greater value.

**PAYMENT METHOD: CHECKS ONLY. (NO CREDIT CARDS, CASH, MONEY ORDERS OR C.O.D.'S)**

[ ]Enclosed is a check payable to Camel Smooth Gear Offer.

| Item No. | Description | Qty. | 5 C-Notes + $5.95 Per Shirt |
|---|---|---|---|
| 1 GT | CAMEL GT T-SHIRT (XL) | | _____ + _____ |
| 2 CP | CAMEL PRO T-SHIRT (XL) | | _____ + _____ |
| 3 MM | CAMEL MUD/MONSTER T-SHIRT (XL) | | _____ + _____ |
| 4 SB | CAMEL SUPERBIKE T-SHIRT (XL) | | _____ + _____ |
| 5 SC | CAMEL SUPERCROSS T-SHIRT (XL) | | _____ + _____ |
| SGC-T4C-610 | TOTAL | | _____ + _____ |

**Offer Order Details:** Note that each item has all sales taxes included in the price. Payment must be made by check that covers all quantities ordered. Make check payable to Camel Smooth Gear Offer. (Sorry--no cash, credit cards, money orders, or C.O.D.'s.) **Order Requirements:** Fill in all information requested including name and address. Include proper number of Camel Cash C-Notes and check payment for every item ordered. Mail to: Camel Smooth Gear Offer, P.O. Box 5840, Norwood, MN 55583-5840. **Shipping and Delivery:** We often ship by United Parcel Service (UPS). Please include your exact street address, apt. # and ZIP code. UPS cannot deliver to P.O. Boxes. Limit 20 T-Shirts per address. **Offer good while supplies last. Supplies are limited, so act quickly.** RJRT has the right to substitute within planned quantities an item of equal or greater value.

**ALL ORDERS MUST BE POSTMARKED NO LATER THAN 12/31/92.**

**Mail to: Camel Smooth Gear Offer**
**P. O. Box 5840**
**Norwood, MN 55583-5840**

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